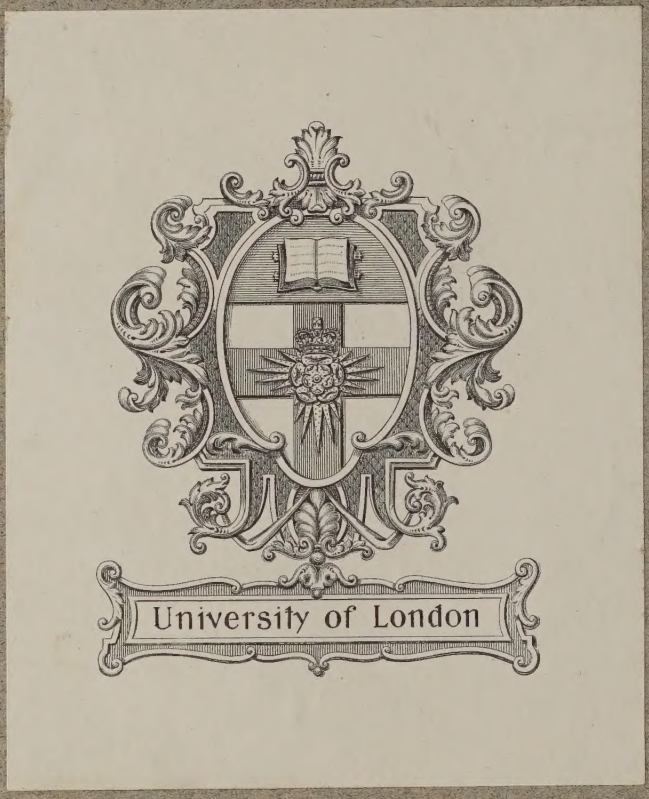
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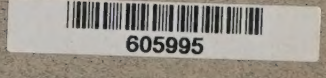
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ACCOUNTS AND PAPERS:

THIRTY-NINE VOLUMES.

—(28.)—

HARBOURS; LIGHTHOUSES; PILOTAGE; TRADE (GENERALLY).

Session

1 *February* — 10 *August* 1866.

VOL. LXVI.

1866.

ACCOUNTS AND PAPERS:

1866.

THIRTY-NINE VOLUMES:—CONTENTS OF THE

TWENTY-EIGHTH VOLUME.

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HARBOUR LOANS.

RETURN to an Order of the Honourable The House of Commons, dated 16 February 1866;—*for*,

A RETURN "of APPLICATIONS for LOANS under the Provisions of 'The HARBOURS and PASSING TOLLS, &c. ACT, 1861,' which have been decided on by the PUBLIC WORKS LOAN COMMISSIONERS, with the Result; and stating the Amount of the Loan Applied for, and Granted, and the Nature and Object of the Works in each Case."

Board of Trade, 20 March 1866.

T. H. FARRER.

(*Mr. Marjoribanks.*)

Ordered, by The House of Commons, *to be Printed*, 21 *March* 1866.

RETURN of Applications for Loans under the Provisions of "The Harbours and Passing Tolls, &c. Act, 1861," which have been decided on by the Public Works Loan Commissioners.

I.—CASES in which Loans have been Granted.

NAME.	Amount applied for.	Amount granted.	Rate of Interest.	Nature of Works.	Object of Works as stated by Applicants.
	£.	£.	*Per cent.*		
Belfast	100,000	100,000	3¼	A floating dock, entrance basin, and graving dock.	Purposes of trade in passengers and goods, and for vessels wanting repair.
Bangor	4,000	3,000	3¼	Extension and widening of the Northern Pier, and construction of a timber head thereto.	To facilitate trade in passengers and goods.
Carrickfergus	First application: 6,000	5,000 granted, but afterwards abandoned.			
	Second application: 8,000	6,000 (2,000 *l.* for breakwater suspended).	3¼	A pier partly of stone and partly of pile work, and a stone breakwater.	Ditto.
Dartmouth	14,000	11,700	3¼	A quay with wharf, frontage, roadway, tramway, shed, crane and appliances, a pier, two jetties, and dredging.	Promoting trade and fisheries.
		2,300	- -	Lighthouse, day beacon, and blasting of Pin Rock.	Improvement of approach to the harbour.
Dundee (Trinity House.)	4,000	4,000	3¼	New lighthouses and lighting apparatus at Buddoness, and improvement of the Craig Lights, Frith of Tay.	The benefit of shipping generally.
Falmouth	First application: 50,000	30,000 (20,000 *l.* rejected, there being no power to borrow).	3¼	Completion of graving dock, engine house and pumps, of outer breakwater and wharfs, of wharf on western side, removal of rock, and dredging of entrance channel to depth of 18 feet at low water.	Accommodation for increasing trade, facilities for repairing vessels, and shelter.
	Second application: 20,000	20,000			
Fishguard	800	500 (300 *l.* rejected).	3¼	Completion of pier and harbour improvements.	Quay accommodation for trading and steam vessels, and for fishing boats.
Greenock	100,000	100,000	3¼	A pier and tidal harbour	The accommodation of ships in the North American timber trade, and of large coasting steamers.
Ditto	40,000	40,000	5	Extension of the Albert Harbour.	
Harwich	10,000	10,000	3¼	(1.) A groyne, extending seawards 1,350 feet. (2.) Removal of part of Landguard Point, and widening the present channel. (This has been postponed.) (3.) A groyne at Felixstow.	The preservation and improvement of Harwich Harbour by preventing the extension southwards of Landguard Point.
Isle of Man	45,000	26,000	3¼	Douglas: Breakwater	Trade, fisheries, refuge,
		9,000		Ramsay: Extension of north pier.	
		10,000	- -	Peel: Breakwater.	
Ditto	58,200	58,200	3¼	Port Erin Pier and Breakwater	Shelter for fishing vessels, and ultimately accommodation for passenger trade.
Kirkwall	12,000	11,000 (1,000 *l.* rejected.)	3¼	Extension of existing pier	Purposes of trade in passengers and goods.

I.—Cases in which Loans have been Granted—*continued.*

A M E.	Amount applied for.	Amount granted.	Rate of Interest.	Nature of Works.	Object of Works as stated by Applicants.
	£.	£.	*Per cent.*		
- - -	223,000	100,000	3¼	- - A dock, lock, and entrance basin.	- - Accommodation for increasing trade in passengers and goods; and for shipping.
		123,000	5		
LY - -	50,000	50,000	3¼	- - A lock, basin and dock, wharfs, and piers at entrance of harbour.	- - Better accommodation for the export of coal and import of foreign ores.
- - -	4,000	4,000	3¼	- - Improvement of quays, extension of breakwater, and dredging the harbour.	- - Quay accommodation and shelter for fishing and other vessels.
EGIS - -	6,500	4,000 (2,500 *l.* rejected.)	3¼	- - Improvement of quay accommodation, raising sea walls, and dredging the harbour.	- - Additional shelter and increased facilities for import and export trade.
YEN - -	42,000	42,000	3¼	- - Straightening and dredging the channel of the river, acquisition of land for that purpose, bridge and tramway.	- - General trade, oyster fishery, and shelter.
ARTY - -	3,000	3,000	3¼	- - Extension of piers and deepening part of harbour.	Trade and fisheries.
- - -	100,000 (reduced to 30,000 *l.*)	30,000	3¼	- - Completion of breakwater in South Gare entrance, and construction of breakwater in North Gare entrance of the Tees.	- - Shelter for the shipping frequenting the river, and traders on the north-east coast.
- - -	100,000	100,000	3¼	- - Continuation of piers to carry the mouth of the harbour further out.	- - Better shelter, and improvement of navigation.
) - -	100,000	50,000 (50,000 *l.* in suspense.)	3½		
FORD - -	25,000	25,000	3¼	Deepening of the River Suir -	Improvement of navigation.
- - -	150,000	100,000	3¼	- - A breakwater at the south side of the present outlet, entrance channel, entrance lock, and additional dock.	- - Shelter and facilities for increased trade.
		50,000	5		
		100,000	3¼	Increased dock accommodation.	
IAVEN -	150,000	40,000 (10,000 *l.* rejected.)	5		
		The whole afterwards abandoned.			
- - -	80,000	60,000 (20,000 *l.* suspended.)	3¼	- - (1) An outer breakwater, commencing seawards of the present pier, and extending in a north-easterly direction for 500 yards into the Bay of Wick.	- - Shelter for the boats engaged in the northern herring and long line fisheries, and accommodation for trading steamers and sailing vessels.
				(2) A jetty extending inwards from No. 1.	
				(3) A transverse breakwater, commencing at a point 150 feet distant from the end of No. 2, and extending to a point about 300 feet from the present pier, with which it is to be connected by a roadway of open pile work.	
				But (2) and (3) are not to be built till the effect of (1) has been tried.	

II.—CASES in which the PUBLIC WORKS LOAN COMMISSIONERS have refused Applications.

NAME.	AMOUNT.	NATURE OF WORKS.	OBJECT OF WORKS AS STATED BY APPLICANTS.
	£.		
ARBROATH - - -	15,000	- - Deepening the harbour and its entrance, and works connected therewith.	Trade, fisheries, and shelter.
BRIDLINGTON - -	3,000	Extension of pier - - - - -	Shelter, trade, and fisheries.
BRIGHTON - - -	1,500	Repairs of pier - - - - - -	Safety of the public.
COLERAINE - - -	45,000	- - Two piers at the east and west sides of the mouth of the Bann.	- - Extension of trade in goods and passengers.
DEAL and WALMER -	6,000	A pier running seawards - - -	- - Landing and embarking passengers and goods, convenience of Her Majesty's ships, and of vessels in the Downs.
FRASERBURG - -	20,000	- - Extension of breakwater, two embankments, dredging the canal, and a steamboat quay.	- - Accommodation for the steamers engaged in the passenger and goods trade with Wick, Orkney and Shetland.
GALWAY - - -	75,000	- - A pier or causeway between the mainland and Mutton Island, and the construction of a graving or dry dock suitable for trans-atlantic steamers.	- - Increased facilities for trade, accommodation for repairing vessels, and shelter.
Ditto - - -	50,000	Graving dock only.	
Ditto - - -	150,000	- - Works to establish a packet station for trans-atlantic mail steamers. (*N. B.*—This application has not been proceeded with.)	
GIRVAN - - -	15,000	- - Two piers, dredging, and general harbour improvement.	Purposes of trade.
HOLYWOOD - - -	5,000	A pier in Belfast Lough - - -	- - Accommodation for trade in goods and passengers and for windbound vessels.
INVERKEITHING - -	40,000	- - A floating dock of 83 acres, and a tidal basin of 12 acres.	- - Accommodation for trade in imports and exports at Dunfermline, Inverkeithing, and surrounding districts; and for refuge.
ST. IVES - - -	25,000	- - A pier with landward end of stone, and seaward end a framework of timber filled in with stone.	- - Purposes of trade, fisheries, and shelter.
STORNOWAY - -	10,000	Construction of quays and curing houses	- - Promoting fishery and general trade.
WEXFORD - - -	3,000	Purchase of steam tug - - - -	- - Assistance in dredging, towing for hire, and aiding vessels in distress.

TOTAL AMOUNT applied for - - - - - £. 1,899,000

TOTAL AMOUNT granted - - - - - £. 1,327,700

HARBOUR LOANS.

RETURN of Applications for Loans under the Provisions of "The Harbours and Passing Tolls, &c. Act, 1861," which have been decided on by the Public Works Loan Commissioners, with the Result; and stating the Amount of the Loan Applied for, and Granted, and the Nature and Object of the Works in each Case.

(*Mr. Marjoribanks.*)

Ordered, by The House of Commons, *to be Printed,*
21 *March* 1866.

128.

Under 1 *oz.*

HARBOURS OF REFUGE.

RETURN to an Order of the Honourable The House of Commons, dated 14 May 1866;—*for*,

QUARTERLY REPORTS "of the ENGINEERS in Charge of the Works at the HARBOURS of REFUGE at *Dover*, *Alderney*, and *Portland*, for the Year ending the 31st day of March 1866."—(In continuation of Parliamentary Paper, No. 291, of Session 1865.)

[*N.B.*—The Papers printed for The House, No. 455 of 1850, No. 520 of 1851, No. 274 of 1852, No. 304 of 1853, No. 276 of 1854, No. 169 of 1855, No. 107 of 1856, No. 116 of Sess. (2) 1857, No. 262 of 1858, No. 84 of Sess. (2) 1859, No. 384 of 1860, No. 223 of 1861, No. 195 of 1862, No. 154 of 1863, No. 320 of 1864, and No. 291 of 1865, contain full particulars of these Harbours up to 31 March 1864.]

Whitehall, Treasury Chambers, 14 May 1866.

HUGH C. E. CHILDERS.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed*, 14 *May* 1866.

Dover.

1.—DOVER.

ENGINEERS' REPORT for the Quarter ending 30th June 1865.

23, Great George-street, Westminster, S. W.,
4 July 1865.

Sir,

THE progress made with the works of the Pier, during the past quarter, has been as follows:

The last length of the foundation of the Pier has been raised from 11 feet to 4 feet below the level of low water of ordinary spring tides, and the coping of the quay has been extended a distance of 200 feet.

One hundred and thirty-five tons of dressed granite have been received during the quarter.

The train services on the Pier have been conducted with regularity and safety. Her Majesty's ships "Himalaya" and "Gladiator" have landed and embarked troops from the Pier.

The average number of men employed during the quarter has been 67.

Certificates amounting to 1,500 *l.* have been granted to Messrs. Lee & Son, the contractors, making the total sum certified and paid for the first and second contracts, and the junction wall, 590,277 *l.*

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1865.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified and paid from Commencement, including present Quarter.	Average Number of Men Employed Daily.							
							Superintendents and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.
			£.	£.	£.	£.								
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. -Second contract, Nov. 1864.	650,000	30,000	1,500	590,277	7	9	2	3	3	2	3	38

23, Great George-street, 4 July 1865.

(signed) *M'Clean & Stileman.*

ENGINEERS' REPORT for the Quarter ending 30th September 1865.

23, Great George-street, Westminster, S.W.,
9 October 1865.

Sir,

THE progress made with the works of the Admiralty Pier at Dover, during the past quarter, has been as follows:

The last length of the Pier under the present contract has been raised from four feet below low water of ordinary spring tides, to two feet below the quay level.

Two hundred and ten tons of dressed stone have been delivered for the works.

The Pier has been used on three occasions for the landing and embarkation of troops during the quarter.

The railway arrangements, now that they are better understood, are working very satisfactorily.

The average number of men employed has been 83.

Certificates amounting to 2,000 *l.* have been granted to Messrs. Lee & Son, the contractors, during the quarter, making the total sum certified under the the first and second contracts, and the junction wall, 592,277 *l.*

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1865.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Superintendents and Foremen.	Masons and Divers.	Millwrights.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.	TOTAL.
			£.	£.	£.	£.									
Breakwater from Cheeseman's Head, 1,800 feet long.	First contract, Oct. 1847. Second contract, Nov. 1854.	First contract, Oct. 1854. Second contract, Nov. 1864.	650,000	30,000	2,000	592,277	5	14	2	3	3	2	3	51	83

23, Great George-street, 9 October 1865.

(signed) *M'Clean & Stileman.*

Dover.

ENGINEERS' REPORT for the Quarter ending 31st December 1865.

23, Great George-street, Westminster, S.W.,
Sir, 9 January 1866.

THE works of the second contract having been completed up to the underside of the coping of the quay, the west wall above quay level has been proceeded with, and a length of 218 feet of it has been carried up to its full height during the past quarter.

The severe gale of the 31st December did some slight damage to the contractors' temporary staging, but the permanent works have not suffered.

The railway department has been carried on with safety and convenience to the public.

One hundred and sixty-seven tons of dressed granite, and 452 tons of Bramley Fall stone, have been delivered for the works.

The average number of men employed has been 62.

Certificates amounting to 1,500 *l.* have been granted to Messrs. Lee & Son, the contractors, during the past quarter, making the total sum certified for the first and second contracts, and the junction wall, 593,777*l.*

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1865.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.							
							Superintendents and Foremen.	Masons.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.
			£.	£.	£.	£.								
Breakwater from Cheeseman's Head, 1,800 feet long.	- First contract, Oct. 1847. Second contract, Nov. 1854.	- First contract, Oct. 1854. - Second contract, Nov. 1864.	650,000	30,000	1,500	593,777	3	12	2	2	3	2	3	35

28, Great George-street, 9 January 1866. (signed) *M'Clean & Stileman.*

Dover.

Engineers' Report for the Quarter ending 31st March 1866.

23, Great George-street, Westminster, S.W.,
5 April 1866.

Sir,

The works performed by the contractors, during the past quarter, have been chiefly in connection with the quay and promenade of the Pier, extending the railways and gas and water services. The permanent office and stores have also been commenced, but their completion has been delayed by the continuance of rough weather, which has interrupted the supply of granite from Cornwall.

Some slight damage was done to the iron covering of the railway platform by the severe gale of the 11th February. This is now being repaired.

The railway services on the Pier have been conducted without accident.

Two hundred and sixty tons of Bramley Fall stone have been delivered during the past quarter.

The average number of men employed has been 66.

Certificates amounting to 4,500 *l.* have been granted to Messrs. Lee & Son, the contractors, during the past quarter, making the total sum certified for the first and second contracts, and the junction wall, 598,277 *l.*

We have, &c.

(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of Expenses and Average Number of Men Employed Daily during the Quarter ending 31st March 1866.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.							
							Superintendents and Foremen.	Masons.	Fitters.	Carpenters.	Smiths.	Sawyers.	Timekeepers and Watchmen.	Labourers.
			£.	£.	£.	£.								
Breakwater from Cheeseman's Head, 1,800 feet long.	First contract, Oct. 1847. Second contract, Nov. 1854.	First contract, Oct. 1854. Second contract, Nov. 1864.	650,000	30,000	4,500	598,277	2	12	2	2	3	2	3	40

23, Great George-street, 5 April 1866. (signed) *M'Clean & Stileman.*

Alderney.

2.—ALDERNEY.

ENGINEERS' REPORT for the Quarter ending 30th June 1865.

23, Great George-street, Westminster, S.W.,
Sir, 4 July 1865.

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 9,260 tons; of this 1,434 tons have been quarried and taken to the base from sunken rocks in the harbour.

The breach through the masonry of the Breakwater, caused by the sea on the 14th and 15th January, and described in our last report, measuring 58 yards in length, at 1,300 yards from the shore, has been rebuilt to the level of three feet above high water. The other breach, measuring 33 yards in length, at 1,530 yards from the shore, is now being repaired.

Excepting the two breaches of last winter, the walls of the Western Breakwater remain as previously reported.

The daily average number of men employed during the quarter has been 337, and 15 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 5,500*l.*, making a total of 1,086,513*l.* since the commencement of the works.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th June 1865.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
			£.	£.	£.	£.									
Breakwater from Grosnez Point, purchase of land, forming railways, opening quarries, and depositing stone.	June 1847	- -	1,300,000	35,000	5,500	1,086,513	15	20	117	13	9	8	139	16	15

23, Great George-street, 4 July 1865. (signed) *M'Clean & Stileman.*

ENGINEERS' REPORT for the Quarter ending 30th September 1865.

23, Great George-street, Westminster, S. W.,
9 October 1865.

Sir,

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 13,033 tons; of this, 1,372 tons have been quarried and taken to the base from sunken rocks in the harbour.

The breach through the masonry of the Breakwater, caused by the sea on 14th and 15th January, measuring 33 yards in length, at 1,530 yards from the shore, has been rebuilt.

Fifty-three yards in length of the harbour wall have been raised to the level of the coping during the quarter. The harbour wall is ready for the coping for the whole length of 1,561 yards from the shore to the point D.

The sea and promenade walls are ready for the coping for a length of 1,508 yards from the shore, as previously reported.

The average number of men employed during the quarter has been 347, and 15 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 7,500 *l.*, making a total of 1,094,013 *l.* since the commencement of the works.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 30th September 1865.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.							
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Tipmen and Boatmen.	Labourers.	Horses.
			£.	£.	£.	£.									
Breakwater from Grosnez Point, purchase of land, forming railways, and depositing stone.	June 1847	- -	1,300,000	35,000	7,500	1,094,013	15	21	102	22	3	4	15	160	15

23, Great George-street, 9 October 1865.

(signed) *M'Clean & Stileman.*

Alderney.

ENGINEERS' REPORT for the Quarter ending 31st December 1865.

23, Great George-street, Westminster, S. W.,
9 January 1866.

Sir,

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 17,986 tons; of this, 1,522 tons have been quarried and taken to the base from sunken rocks in the harbour.

Forty-one yards in length of the promenade, by a width of 10 yards across the approach, from the parapet of the sea wall at the shore end of the Breakwater, have been paved with granite.

The sea and promenade walls are ready for the coping for a length of 1,508 yards from the shore, and the harbour wall is ready for the coping for the entire length of 1,561 yards from the shore.

The average number of men employed during the quarter has been 242, and 15 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, has been 8,000 *l.* during the quarter, making a total of 1,102,013 *l.* since the commencement of the works.

Summary of the Year.

Since the beginning of the year 56,279 tons of stone have been deposited in the base and foreshores of the West Breakwater, including 4,973 tons taken up from sunken rocks in the harbour.

Fifty-three yards in length of the outer end of the harbour wall and quay have been raised to the level of the coping and pitching, and 41 yards in length of the promenade at the inner, and have been paved with granite.

The damage caused to the Breakwater in January last has been repaired.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31st December 1865.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								Horses.
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Enginemen and Mechanics.	Platelayers.	Labourers.	Tipmen and Boatmen.	
			£.	£.	£.	£.									
Breakwater from Grosnez Point, purchase of land, forming railways, and depositing stone.	June 1847	- -	1,300,000	35,000	8,000	1,102,013	15	18	52	15	8	3	117	14	15

23, Great George-street, 9 January 1866. (signed) *M'Clean & Stileman.*

ENGINEERS' REPORT for the Quarter ending 31st March 1866. Alderney.

23, Great George-street, Westminster, S. W.,
5 April 1866.

Sir,

THE total quantity of stone deposited in the base and foreshores of the Western Breakwater, during the last quarter, has been 16,925 tons; of this, 96 tons have been quarried and taken to the base from sunken rocks in the harbour.

During the quarter 64 yards in length of the promenade, by an average width of nine yards, have been paved with granite. The new paving on the promenade extends from Grosnez Fort to a point 68 yards from the shore.

During the storm of the 11th January nine face-stones were drawn from the sea wall at 1,490 yards from the shore. Another storm occurred on the 11th February which increased the damage for an average length of 15 yards; this is now being repaired, and with this exception the walls of the Breakwater are in good order, and remain as previously reported.

The daily average number of men employed during the quarter has been 236, and 15 horses.

The amount of certificates granted to Messrs. Jackson & Bean, the contractors, during the quarter, has been 11,500 *l.*, making a total of 1,113,513 *l.* since the commencement of the works.

We have, &c.
(signed) *M'Clean & Stileman.*

The Secretary to the Admiralty.

RETURN of EXPENSES and Average Number of MEN EMPLOYED DAILY during the Quarter ending 31 March 1866.

DESCRIPTION of WORK.	Date when the Work was Commenced.	Date when the Work should be Completed.	Amount of Estimate.	Amount authorised for the Year.	Amount certified during Quarter.	Amount certified from Commencement, including present Quarter.	Average Number of Men Employed Daily.								
							Clerks, Foremen, &c.	Carpenters, Sawyers, and Labourers.	Masons and Labourers.	Smiths and Labourers.	Engineers and Mechanics.	Platelayers.	Quarrymen and Labourers.	Tipmen and Boatmen.	Horses.
			£.	£.	£.	£.									
Breakwater from Grosnez Point, purchase of land, forming railways, and depositing stone.	June 1847 -	- - -	1,300,000	35,000	11,500	1,113,513	15	20	55	14	8	3	106	15	15

(signed) *M'Clean & Stileman.*

23, Great George-street, Westminster, 5 April 1866.

3.—HARBOUR OF REFUGE AND

STATEMENT of Expenditure and Number of Men Employed

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount Authorised for the Year.
Quarter ending 30th June 1865:				£.
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay; with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,000 feet from shore, and circular head.	11,000
Quarter ending 30th September 1865:				
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	December 1865 -	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore and circular head.	11,000

BREAKWATER AT PORTLAND.

for the Four Quarters of the Year ending 31st March 1866.

Amount Expended during the Quarter.		Amount Expended from Commencement, including the present Quarter.		Average Number of Workmen, &c. Employed.		REMARKS.
	£.		£.		No.	
Contract works - - - - - -	5,400	Contract works, Convict Department, land, stock, plant, and miscellaneous disbursements, including amount to be borne by the War Department, &c. - - - - - -	1,099,411	Foremen - -	7	- - The total quantity of stone deposited during the past quarter amounts to 38,167 tons; of which 23,631 tons have been appropriated in raising the slopes along the outer portion of the Breakwater, previously kept below the full section; 13,935 tons have been deposited around the footings, and on the slope of the mound forming the substructure of the North Head and Fort; 279 tons in the "hearting" to the Fort; and 322 tons in the substructure of the jetty.
Amount to be borne by War Department -	3,053	Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - - - -	112,130	Weighers - -	2	
	£. 2,347			Brakesmen -	21	
General disbursements and Convict Department - -	686			Quarrymen -	–	
				Masons and Stone-cutters - -	12	
Net Expenditure on Harbour Works -	£. 3,033	Net Expenditure on Harbour Works - - -	£. 987,281	Sawyers - -	2	
				Carpenters -	6	
				Smiths - -	8	
				Fitters, Engine-drivers, &c. -	16	
				Divers - -	3	
				Boatmen - -	4	
				Platelayers -	2	
				Labourers, &c. -	51	
					134	
				Horses - -	12	
				Convicts in Quarries - -	478	
	£.		£.		No.	
Contract works - - - - - -	5,700	Contract works, Convict Department, land, stock, plant, and miscellaneous disbursements, including amount to be borne by the War Department, &c. - - - - - -	1,105,780	Foremen - -	6	- - The quantity of stone deposited during the past quarter has been 41,550 tons; of which 36,876 tons have been appropriated in raising the rubble slopes along the outer portion of the Breakwater, previously kept below the full section; the remainder (4,674 tons), having been deposited around the footings of the Fort and in the "hearting" of the jetty at the North Head.
Amount to be borne by War Department -	3,481	Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - - - - -	115,611	Weighers - -	2	
	£. 2,219			Brakesmen -	20	
General disbursements and Convict Department - -	669			Quarrymen -	–	
				Masons and Stone-cutters - -	13	
Net Expenditure on Harbour Works -	£. 2,888	Net Expenditure on Harbour Works - - -	£. 990,169	Sawyers - -	2	
				Carpenters -	6	
				Smiths - -	8	
				Fitters, Engine-drivers, &c. -	14	
				Divers - -	3	
				Boatmen - -	2	
				Platelayers -	2	
				Labourers, &c. -	53	
					131	
				Horses - -	11	
				Convicts in Quarries - -	477	

The total quantity of rough stone deposited in the Breakwater from the commencement to the end of June quarter is 5,400,430 tons.

The granite and roach blocks in the masonry are now set in the seaward portion of the North Head up to within two courses of the contract level, and the granite course only to within one course of the same level. About one-half of the two compensation courses are set, and the remainder of the stone is now in course of delivery.

About three-fourths of the masonry under low water for the outer wall of the jetty at the North Head has been set in place; the bottom has been levelled to receive the foundation courses for the inner wall, and the setting of the stone will be commenced forthwith.

The total quantity of rough stone deposited in the Breakwater from the commencement to the present time is 5,441,980 tons.

On the seaward portion of the outer or North Head, the masonry has been raised to the level of 17 feet above low water, and on the inner or Harbour side to 13 feet 9 inches above low water.

The outer and inner walls of the jetty at the North Head are now up to the level of low water, and the "hearting" to this work is completed up to the same level.

PORTLAND HARBOUR AND BREAKWATER—*continued.* - - - - -

DESCRIPTION of WORK.	Date of Commencing the Work.	Date when the Work should be Completed.	Amount of Estimate.	Amount Authorised for the Year.
Quarter ending 31st December 1865:				£.
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	- - Contract terminated 31st December 1865.	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore, and circular head.	11,000
Quarter ending 31st March 1866:				
The formation of an inner and outer Breakwater, which, according to the final Plan, will shelter 2,130 acres of Portland Bay, with adjunct works.	- - Railways and preliminary works commenced 11th August 1847. Breakwater commenced 11th December 1849.	- - General contract terminated 31st December 1865. Works continued under temporary arrangement with the contractor up to 31st March.	- 1,007,000 *l.* for breakwater, terminating at 8,500 feet from shore, and circular head.	11,000

Portland, April 1866.

PORTLAND HARBOUR AND BREAKWATER—*continued.*

Amount Expended during the Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, &c. Employed.	REMARKS.
£.	£.	No.	
Contract works - - - - - - - - 6,700	Contract works, Convict Department, land, stock, plant and miscellaneous disbursements, including amount to be borne by the War Department, &c. - - - - - - 1,109,458	Foremen - - 6	- - The total quantity of stone deposited during the past quarter amounts to 32,439 tons; of which quantity 31,897 tons have been appropriated in raising the rubble bank and slopes of the outer portion of the Breakwater, previously kept below the full section; and 542 tons have been deposited around the footings of the Fort, and as "hearting" to the same, and the jetty at the North Head.
Amount to be borne by War Department - - - - 4,024 — 2,676	Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - 117,315	Weighers - - 2	
General disbursements and Convict Department - - - 637		Brakesmen - 20	The total quantity of rough stone deposited in the Breakwater from the commencement to the present time is 5,474,419 tons.
		Quarrymen - —	
Net Expenditure on Harbour Works - - - £. 3,313	Net Expenditure on Harbour Works - - - £. 992,143	Masons and Stonecutters - - 16	The contract terminating with the quarter now ended, such deposits as may be required for the rubble mound will be deposited under a temporary arrangement, until the removal of the Breakwater staging is commenced, about 31st March next.
£.	£.	Sawyers - - 2	
Contract works - - - - - - - - 3,000	Contract works, Convict Department, land, stock, plant and miscellaneous disbursements, including amount to be borne by the War Department, &c. - - - - - - 1,116,796	Carpenters - 6	The masonry at the North Head and Fort is virtually completed up to the contract level; the remainder of the stones for this part of the work will be delivered from the convict and granite quarries, and set within about 10 days. The masonry of this Head has satisfactorily withstood the test of the unusually severe gales which have occurred during the past quarter.
Amount to be borne by War Department - - - - 1,705 — 1,295	Less, proportionate cost of works for War Department, block stone, &c., supplied to Her Majesty's Dockyards, and value of land transferred to War Department, and Commissioners of Her Majesty's Woods, &c. - - 121,999	Smiths - - 7	
General disbursements and Convict Department - - - 679		Fitters, Enginedrivers, &c. - 15	
Net Expenditure on Harbour Works - - - £. 1,974	Net Expenditure on Harbour Works - - - £. 994,797	Divers - - —	
		Boatmen - - 2	
		Platelayers - 2	
		Labourers, &c. - 52	
		130	
		Horses - - 11	The masonry on the whole length of the main arm of the jetty at the North Head has been finished up to within one course of the final level, and that on the elbow is completed for two-thirds of its length. The timber for the superstructure of this jetty is in course of preparation for erection.
		Convicts in Quarries - - 390	
		No.	
		Foremen - - 7	- - The total quantity of stone deposited during the past quarter is 33,937 tons, of which 32,572 tons have been appropriated in raising the rubble bank and slopes along the outer portion of the Breakwater previously kept below the full section; and 1,365 tons have been deposited around the footings and on the slope of the mound, forming the substructure of the North Head and Fort.
		Weighers - - 2	
		Brakesmen - 20	
		Quarrymen - —	
		Masons and Stonecutters - - 7	
		Sawyers - - 3	
		Carpenters - 9	
		Smiths - - 6	
		Fitters, Enginedrivers, &c. - 13	The total quantity of rough stone deposited in the Breakwater mound, and foundations to the three circular Heads, from the commencement of the works to the end of the quarter, is 5,508,356 tons.
		Divers - - —	
		Boatmen - - 4	
		Platelayers - 2	
		Labourers, &c. - 53	
		126	
		Horses - - 10	The masonry of the Jetty in connection with the North Head Fort has been completed, and the permanent staging has been prepared, and is ready for erection.
		Convicts in Quarries - - 317	A Chart, showing the full extent of the Breakwater, is appended hereto.

(signed) *Jno. Coode*, Engineer in Chief.

CHART
OF
PORTLAND & WEYMOUTH BAY
SHEWING THE
NEW HARBOUR.

JOHN COODE, *Engineer in Chief.*

NOTE

Latitude, 50° .. 34′ .. 00″ North.
Longitude, 2° .. 25′ .. 30″ West.

The Soundings are in Fathoms under Low Water of Spring Tides.

Line of Two Fathoms depth shewn thus .....
Three .. ..
Five .. ..

One Nautic Mile

Scale of Feet

AREA OF SHELTERED ANCHORAGE

	Within Line A	Within Line B
	Acres	Acres
Up to Low Water Line	2130	1620
Two Fathoms deep & upwards	1745	1340
Three Do ..... Do. ..... Do.	1610	1240
Five Do. ..... Do. ..... Do.	1280	980

Note

The red color shews the extent of the Breakwater. The blue color shews the site of the North Head and Jetty.

March 31st 1866.

Jno Coode

HARBOURS OF REFUGE.

QUARTERLY REPORTS of the ENGINEERS at the HARBOURS of REFUGE at *Dover*, *Alderney*, and *Portland*, for the Year ending 31 March 1866.

(*Mr. Childers.*)

Ordered, by The House of Commons, *to be Printed*,
14 *May* 1866.

269.

Under 2 oz

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1866.

REPORT by the Board of Trade of their Proceedings under "The General Pier and Harbour Act, 1861."

In pursuance of the 19th Section of "The General Pier and Harbour Act, 1861," the Board of Trade make the following Report of their Proceedings with regard to applications for Provisional Orders under the Act.

The steps to be taken by promoters for obtaining Provisional Orders are specified in the Acts themselves; but with regard to objectors, the Board of Trade have made the following regulations, and in the case of all notices given of intention to apply for a Provisional Order under the above Act the promoters are required to publish a notice directing attention to the same:—

"1. Any objections to the Provisional Order which it is intended to urge on "the Board of Trade must be sent into that office before the 1st February. A "copy of such objections must also be sent at the same time to the promoters; "and in forwarding the objections to the Board of Trade, the objectors, or "their agents, should state that this has been done.

"2. The Board of Trade will entertain and consider objections founded on "alleged injury to public interests, or alleged violation of admitted principles, "*e.g.*, that the proposed work will injure 'a public harbour,' or 'that tolls are "to be imposed on ships which will derive no benefit from them,' and they will "not proceed with any Provisional Order to which valid objections of this "description are shown to exist. Objections arising out of competition, or out "of opposition between local interests, they will only attempt to settle, provided "the parties are willing to abide by their decision. When the parties cannot "come to terms, the Board of Trade will not order a local inquiry, or attempt "to anticipate the decision of Parliamentary Committees."

A regulation was made last Session by the Board of Trade, and is still in force, requiring the promoters to pay a fee of 10*l.* 10*s.* on the deposit of their memorial for a Provisional Order, to be applied in payment of the expense of the preparation and making of the Order.

The only new regulation made by the Board of Trade is the following:

"Especial care must be taken in framing the Draft Orders for the present "Session to follow the precedents contained in the Orders confirmed last Session. "It will be observed that these Orders differ materially in form from those con- "firmed in previous Sessions."

The following is a statement of the applications now under the consideration of the Board of Trade, and of the steps which have been taken with respect to them:—

Ardglass.

The promoter of this Order is Aubrey de Vere Beauclerk, Esq., of Ardglass Castle, County Down; the object of his application is as follows:—

1. To amend the Ardglass Harbour Order, 1864, so as to constitute himself, and his heirs and assigns, the undertakers of the proposed new

works, in lieu of the Harbour Authority constituted by that Order, under the title of "The Ardglass Harbour Company."

2. To substitute certain improvements in place of the works authorised by the Order of 1864, and to repair and build a portion of the pier or quay for a distance of 110 feet from present quay, and to extend it seaward for a further length of 100 feet; to erect a beacon, and deepen portions of the harbour.

3. To levy the rates authorised by the Order of 1864, so soon as the 110 feet additional is added to existing pier, and whether the remainder of the works to be authorised are completed or not.

4. To exercise the powers of a pilotage authority and of a local authority, within the meaning of "The Merchant Shipping Act, 1854."

The estimated cost of the proposed improvements is 20,000 *l.*

Mr. Aubrey de Vere Beauclerk is the owner of the property adjacent to the harbour, and was represented in the Ardglass Harbour Company by Mr. Lyle, his solicitor. The Company appears never to have been formed; and there is no prospect of its capital being subscribed or its powers exercised. Under these circumstances Mr. A. de Vere Beauclerk proposes to undertake the works himself.

The harbour is of considerable importance, especially to fishing vessels.

Mr. George Beauclerc, uncle of Mr. A. de Vere Beauclerk, who was one of the three persons named in the Order of 1864 as members of the proposed Company, objects to the proposed transfer of powers to his nephew. But as Mr. George Beauclerc has never taken any active part in forming the Company, and as he does not point out any better means by which these important works are to be carried on, the Board of Trade do not see any reason why the Order should not be proceeded with.

Ardmore (Firth of Clyde).

The promoters of this Order apply to be incorporated as "The Ardmore Harbour Company," and seek the following powers:—

1. To execute and maintain works within the parish of Cardross, in the county of Dumbarton, namely, certain Piers and Jetties, &c., which are to commence near the south-west side of the Glasgow, Dumbarton, and Helensburg Railway, and to extend into Ardmore Bay for a distance of 1,000 yards, or thereabouts.

2. To improve the navigation by the removal of obstructions and the laying down of Buoys.

3. To exercise the powers of a Pilotage Authority, to levy rates, to take lands, and to borrow on mortgage the sum necessary for the purposes of the undertaking.

The estimated cost of the works is 66,000 *l.*

Since the application was made for this Order, the promoters have found that they will be unable satisfactorily to acquire the land necessary for the purposes of the undertaking without compulsory powers. They have accordingly withdrawn their application and intend to proceed by Bill.

Blackpool (South).

"The South Blackpool Jetty Company (Limited)" are the promoters, and apply for a Provisional Order for the following purposes:—

1. To construct a Promenade Pier, with necessary works and accommodation for the landing and embarking of passengers and goods. The pier is to commence at a point on the shore near the Wellington Hotel, opposite Chapel-street, in Blackpool, and to extend seawards, in a westerly direction, a distance of about 1,600 feet.

2. To levy rates; and

3. To take lands by agreement.

The

The estimated cost of the works is 15,000 *l.*

This Order is objected to by the Blackpool Pier Company (Limited), who obtained an Order for a pier in 1863, on the grounds that their pier is completed, and that the proposed new pier is only 1,010 yards from their pier, and therefore unnecessary. This objection does not appear to be one which the Board of Trade can entertain.

This Order is also objected to by the Local Board of Health, on the ground that it will interfere with works which they are authorised by Parliament to construct, and with highways under their charge. The Board of Trade have required the insertion of a clause for the purpose of protecting these interests, and propose to proceed with the Order so amended.

Clynder.

Mr. Archibald Chalmers, of Auchmar, Clynder, applies for a Provisional Order for the construction of a Pier, on the west bank of Gareloch, at Clynder, in the parish of Roseneath, Dumbartonshire. The pier is to extend from the shore, in a direction eastward, for a distance of about 270 feet.

The promoter also seeks power to levy rates and to borrow money.

The estimated cost is 979 *l.*

There has been no opposition to this scheme, and the Board of Trade propose to proceed with the Order.

Cowes (West).

The promoters apply (on behalf of the undertakers, who are to be incorporated as "The West Cowes Pier Company (Limited)") for powers to execute the following works, viz. :—

> A Pier, with Landing Place and other necessary accommodation for passengers and goods, commencing at a point at the back of Gloucester House, in High-street, West Cowes, in the Isle of Wight, and extending seawards, in a north-easterly direction, 350 feet or thereabouts.

They also seek power to levy rates.

The estimated cost of the works is 6,000 *l.*

There have been several objections to this pier. The principal objectors are—

1. The West Cowes Local Board of Health.
2. The Council of the Borough of Newport.
3. The Southampton, Isle of Wight, and South of England Royal Mail Steam Packet Company.
4. Mr. Ward, a landed proprietor in the neighbourhood.

The main grounds of objection are, the inconvenience and injury to navigation from the impediment which a pier of the proposed length would offer to the passage of vessels in the narrow channel of the Medina.

There is a further objection on the part of the Local Board of Health, that the powers sought by the promoters would, if granted, infringe upon their statutory rights, under a local Act of 56 Geo. 3, c. 25.

The Board of Trade have required clauses to be inserted to the following effect, for protecting the navigation.

a. That the pier is not to extend beyond low water of ordinary spring tides.

b. That the pier is to be open, so as not to interfere with the free current of the tide.

c. That vessels are not to be allowed to be moored, or to remain, alongside the pier longer than may be necessary for landing and embarking passengers or goods.

They have also required the introduction of a clause saving the rights of the Local Board of Health.

Subject to the above amendments the Board of Trade propose to proceed with the Order.

Dawlish.

The promoter is Charles Lempriere, Esq., on behalf of the undertakers, who are to be incorporated as "The Dawlish Pier Company (Limited)."

The works for the construction of which powers are sought by the Company, consist of the following:—

> A Pier, with Landing Place and necessary accommodation for passengers and goods, commencing at a point in the sea-wall about 80 feet to the west of the western end of the platform of the Dawlish Railway Station, and extending about 800 feet seawards in a southerly direction.

Power is also sought to levy rates.

The estimated cost of the work is 6,000 *l.*

There is no objection to this Order, and the Board of Trade propose to proceed with it.

Dunoon.

The promoters of this undertaking seek to be incorporated as "The Dunoon New Pier Company," with power to construct works, viz.:—

> A Landing Pier, with necessary conveniences, on the shore of the Firth of Clyde, commencing at the road leading round the old Dunoon Castle, and extending to a point in the Firth about 122 yards beyond low-water mark.

The Company also seek powers to levy rates and to borrow money on security of the rates.

The estimated cost is 5,250 *l.*

This Order is objected to by the existing Dunoon Pier Association, who are lessees of an existing pier, and by Mr. James Hunter, the owner of the reversion in that pier and of neighbouring lands, on the ground of injury to the existing pier, and on the further ground that Mr. Hunter has an exclusive right of ferry from certain parts of the coast, including that part where the proposed new pier is to be erected.

The promoters reply that the existing Pier Association, besides paying 13 per cent. on their capital, have reduced that capital, out of earnings, to 910 *l.*; and that the recent earnings of the Association have been 800 *l.* a year. They further say that the accommodation afforded by the existing pier is inadequate and the rates excessive. They also say that, assuming an exclusive ferry right to exist, no such right can extend over a considerable length of shore, or to traffic which may go to an infinite variety of places up and down the Clyde, and elsewhere; and that, even if such a right could exist, it would not operate to prevent the erection of a landing-place.

The objection on the ground of competition with the existing pier is one which the Board of Trade cannot entertain. And the objection on the ground of interference with the exclusive ferry rights appears to be conclusively answered.

Under those circumstances the Board of Trade think it their duty to proceed with the Order.

Foryd (County Denbigh).

The promoters of this Order are residents at Pensarn, Abergele, and are also promoters of a Company to be styled "The Foryd Pier Company (Limited)."

They seek for authority to construct at Foryd, in the parish of Abergele, the following works, namely:—

> A Pier, not less than 15 feet wide and not less than 7 feet above high-water mark, and landing-stage, with necessary accommodation for passengers and goods, commencing at a point about 100 yards west of a house formerly the Telegraph House of the Liverpool Dock Trust, and extending in a northerly or north-westerly direction seawards a distance of about 600 yards.

The

The promoters also seek power to levy rates and to take lands.

The cost is estimated at 10,000 *l.*

This Order is objected to by the "Rhyl Promenade Pier Company (Limited)" (who obtained an Order for their pier in 1864) on the ground that the proposed pier will be in unfair competition with their pier, which is, as they state, only 1 ¼ miles distant.

They also state, that the promoter of this Order was the promoter of two other Orders, obtained in 1865, for Piers at Pensarn (Abergele) and Llandillo, within a short distance of Rhyl, and that no steps have been taken to proceed with these piers.

These objections appear, under the rules above quoted, to be objections for a Committee rather than for the Board of Trade.

The objectors also state that the proposed pier will be injurious to navigation; but this does not appear to be the case.

The Board of Trade propose, therefore, to proceed with this Order.

Garlieston (Wigtownshire).

The promoters, who are members of the present Committee of Management of, and subscribers to, the Harbour of Garlieston, seek to be constituted a Harbour and Pilotage Authority, under the style of the "Garlieston Harbour Commissioners," with the following powers:—

1. To deepen, improve, and enlarge the Harbour of Garlieston, and to construct Quays, Wharves, &c.

2. To levy rates.

3. To borrow 200 *l.* on security of the rates and works.

4. To exercise the powers conferred on pilotage and on local authorities, under the "Merchant Shipping Act, 1854."

The estimated cost of the proposed improvement is 250 *l.*

There has been no objection to this application, but the Order has been withdrawn by the promoters.

Hastings Harbour—(Alexandra Pier).

The applicants are the "Hastings Harbour Company," incorporated by "The Hastings Pier and Harbour Order, 1862;" and they seek for authority to construct works in addition to those authorised by that Order, and to take lands for the purpose.

The proposed works consist of a Promenade Pier (to be called "The Alexandra Pier"), to commence at a point on the Esplanade opposite the centre of Warrior-square, at St. Leonard's, in the borough of Hastings, and extending seawards, in a southerly direction, about 1,200 feet.

The Company also seek for powers to levy in respect of this pier and of the works authorised by the Order of 1862, the like rates.

The estimated cost is 25,000 *l.*

This and the following application (Hastings and St Leonard's Pier) are for rival undertakings. The sites of both piers are in the borough of Hastings, and within about three-quarters of a mile of one another.

The promoters of the "Alexandra Pier," have, under the provisions of "The Hastings Pier and Harbour Order, 1862," power to form a harbour, to the eastward of the proposed piers, by the construction of two piers, 1,200 feet apart, and including about 40 acres, and to levy rates on vessels, goods and passengers using the harbour and harbour piers.

By the "Hastings Harbour Amendment Order, 1865," the Company acquired powers to alter their Schedule of rates, and to contract with persons for the use of their piers. Down to the present time, however, the Company have not commenced any of the works authorised by the Order of 1862, and it is not known whether any of their authorised capital of 80,000 *l.* has as yet been subscribed for.

The Town Authorities of Hastings originally opposed the present application. The Board of Trade are informed that the Town are above all things, anxious for the harbour; but that as regards the proposed piers they are quite indifferent, being in a position, if they wished it, to make a pier themselves.

The Town Authorities, whilst entirely opposed to the rival scheme (The Hastings and St. Leonard's Pier), have insisted on a clause to the effect that no tonnage rates shall be taken on the pier now proposed until certain progress is made with the harbour, except with the consent of the Town. The object of this clause is to prevent the new pier, which is likely to be a profitable undertaking, from interfering with the construction of the harbour. But it is doubtful whether it will have this effect, since, supposing the pier to be finished, the Town will be unable to refuse their assent to the levy of tolls on the pier, if the Company point out, as they probably will, that to refuse the rates will be to cripple their resources. The Board of Trade have therefore, with the assent of the representatives of the Town, introduced a clause binding the Harbour Company not to commence the pier until 40,000 *l.*, or half the Company's capital, has been proved to have been spent on the Harbour Works authorised in 1862; and providing further, that if the 40,000 *l.* is not spent on the harbour before the expiration of the time for the completion of the works fixed by the Order of 1862, and the Acts incorporated with it, the powers given by the Order now applied for, shall cease altogether.

The Board of Trade propose to proceed with this Order if a clause embodying provisions to the above effect is inserted.

Hastings and St. Leonard's Pier.

The applicants for this Order are two of the promoters of "The Hastings and St. Leonard's Pier Company (Limited)." They seek powers for the following purposes:—

1. To construct a Pier, Jetty, and Landing Place, with sea-walls, approaches, and necessary conveniences. The pier is to commence at a point on the Esplanade opposite White Rock Place, in the borough of Hastings, extending seawards, in a southerly direction, about 1,300 feet.

2. To levy rates.

The estimated cost is 25,000 *l.*

The circumstances of this case are fully stated in the Report on the "Alexandra Pier." As the two schemes are rival schemes they cannot both be proceeded with, and as the Town are altogether opposed to this scheme, whilst they have given a qualified assent to the former scheme, the Board of Trade do not propose to proceed with this Order.

Hopeman Harbour (County Elgin).

Thomas Duff Gordon Duff, Esq., of Hopeman, and Major Lachlan Gordon Duff, of Drummuir, are the promoters of this Order.

They seek for powers to maintain and improve the existing Harbour and works, and to execute and maintain such additional works as may be necessary for the accommodation of shipping.

Also to levy rates, and to borrow a sum not exceeding 9,000 *l.* on the security thereof.

Also to exercise the powers of a Pilotage Authority and a Local Authority, within the meaning and under the provisions of "The Merchant Shipping Act, 1854."

There is no objection to this Order, and the Board of Trade propose to proceed with it; but, considering the total absence of any provision for increased accommodation, and the example afforded in the case of another small harbour in Scotland, where many remonstrances against the rates have been made since the passing of a Provisional Order, although no objections were previously made; and, considering how difficult it is for fishermen (who are, to a great extent, non-residents, and, consequently, often not aware of the Parliamentary Notices of applications

tions for these Orders) to make their objections, the Board of Trade have thought it right to insert a clause in this Provisional Order enabling that Board, on a representation from not less than six of the ratepayers to the harbour, to reduce the dues, if they are shown, to the satisfaction of the Board, to be excessive, or out of proportion to the benefits conferred by the undertakers, with power again to raise them to the maximum rates in the schedule of dues.

Hornsea (Yorkshire.)

The applicants are promoters of "The Hornsea Pier Company (Limited)." They seek for authority to construct a Pier, Jetty, and Landing Place, with necessary conveniences for passengers and goods, at Hornsea, in the East Riding of Yorkshire. The pier is to commence at or near the northern extremity of a field called Hodgson's Close, lying between the terminus of the Hull and Hornsea Railway at Hornsea, and the sea, and extending seawards, in an easterly direction, about 1,200 feet.

They also seek for power to levy rates, and to take lands by agreement for the purposes of the undertaking.

The estimated cost of the works is 10,000 *l.*

There is no objection to this Order, and the Board of Trade propose to proceed with it.

Llandudno.

The applicants are some of the promoters of "The Llandudno Pier Company (Limited)."

They seek powers for the following purposes:—

1. The construction of a Pier, Jetty, and Landing Place, with necessary conveniences for passengers and goods, and approaches commencing at the Church Walks at Llandudno, and terminating at high-water mark; from which point there is to be a solid embankment for a distance of about 450 feet, and thence a Pier extending seawards, in an easterly direction, about 1,670 feet, not less than eight feet in height above high-water mark, and 15 feet in length.

2. To levy rates; to borrow on mortgage; to take lands, by agreement or otherwise, on security of rates.

The estimated cost of the works, is 25,000 *l.*

The London and North Western Railway Company object to this pier on the following grounds, viz.:

1. That it injures the approach to an existing pier belonging to them.

In answer to this, it is stated that the existing pier does not extend to low water, whilst the proposed pier will enable vessels to embark and disembark passengers at low water, and that the existing pier is in all respects inadequate to the wants of the place. It is further stated that large works were originally sanctioned in connection with the existing pier, but that they have never been commenced, and that there is no prospect of their ever being undertaken.

2. That the pier now proposed will be injurious to navigation. This objection appears to the Board of Trade to be groundless.

3. That it will compete with the pier of the Railway Company. This objection is not one which the Board of Trade can entertain.

The Board of Trade propose, therefore, to proceed with the Order.

Newlyn.

Mr. Charles Lempriere and Mr. Joseph E. Dowson are the applicants for this Order.

They seek on behalf, of the undertakers, for powers for the following purposes:—

1. For incorporation as "The Newlyn Pier and Harbour Company."

2. For construction of a Pier, Jetty, and Landing Place, with proper conveniences for passengers and goods. The pier to commence at a point on the Green Rock immediately adjoining the north-east end of a boat-house occupied by Robert James, at Newlyn, in the county of Cornwall, and extending seawards in a direction east-north-east for a distance of 1,250 feet, or thereabouts, and thence north-north-east 250 feet, or thereabouts.

3. For the levying, and for borrowing, on mortgage or otherwise, a sum not exceeding 10,000 *l.*

4. To be constituted a Pilotage Authority within the meaning of "The Merchant Shipping Act, 1854."

The estimated cost of the work is 26,000 *l.*

A representation has been made on behalf of the fishermen objecting to some of the items in the schedule of rates.

The Board of Trade are endeavouring to adjust the schedule, and propose to proceed with the Order.

Penzance.

Mr. C. Lempriere and Mr. H. P. Andrews are the memorialists on behalf of the "Penzance Promenade Pier Company (Limited)" for a Provisional Order authorising the Company, who are to be the undertakers:—

1st. To construct a Promenade Pier, with necessary works and conveniences for landing and embarking passengers and goods. The pier is to commence at a point on the Parade opposite the Queen's Hotel, at Penzance, extending seawards a distance of about 1,000 feet in a direction S. E. by S.

2d. To levy rates.

3d. To take lands by agreement.

The estimated cost of the works is 10,000 *l.*

There is no objection to this Order, and the Board of Trade propose to proceed with it.

Plymouth (Hoe).

Mr. E. Dowson and Mr. John M'Millan are the memorialists, and are both promoters of the "Plymouth (Hoe) Pier Company (Limited)."

The works for the construction of which authority is sought are as follows:—

A Pier, Jetty, and Landing Place for passengers and goods, with proper approaches and other conveniences. The pier is to commence at a point on the southern extremity of the Hoe, nearly opposite to the Trinity Obelisk, in the town of Plymouth, extending thence about 700 feet in a southerly direction.

The Company also seek power to levy rates, and to take certain lands by agreement.

The estimated cost of the works is 25,000 *l.*

The proposed pier is situated within the limits of that part of Plymouth Harbour, over which the Admiralty have reserved their jurisdiction under the 9th clause of the "Harbours Transfer Act, 1862."

The Admiralty, in the exercise of their authority, have required a reduction of the length of the pier to 500 feet.

Subject to the insertion of a clause for carrying into effect the requirements of the Admiralty, the Board of Trade intend to proceed with the Order.

Redcar.

Redcar.

Mr. Charles Lempriere and Mr. J. E. Dowson are the memorialists on behalf of a Company to be hereafter formed, and styled "The Redcar Pier Company (Limited);" and they seek power to construct the following works:—

A Promenade Pier, with proper accommodation for landing and embarking passengers and goods. The pier is to commence from a point on the shore nearly opposite to Moore-street, in Redcar, extending seawards, in a N. E. direction, a distance of about 1,200 feet.

The Company also seek power to levy rates, and to take lands by agreement.

The estimated cost of the works is 10,000 *l.*

There is no objection to this Order, and the Board of Trade propose to proceed with it.

Scarborough.

"The Scarborough Promenade Pier Company (Limited)" apply for a Provisional Order for the following purposes:—

1. To construct a Pier, with proper approaches, sea-walls, and other conveniences. The pier is to commence at a point on the north shore, above high-water mark, opposite to the north end of Blenheim-terrace, in the borough of Scarborough, and to extend seawards a distance of about 1,000 feet.

2. To levy rates; and,

3. To take land by agreement.

4. To shut out the public from passing along a certain part of the shore over which the pier extends.

The estimated cost of the works is 15,000 *l.*

The Board of Trade have, with the assent of the Town Council, modified the clause for closing a part of the shore, so as to prevent possible injury to the public.

There is no objection to this Order, and the Board of Trade propose to proceed with it.

20 March 1866.

T. H. Farrer,
Board of Trade.

PIERS AND HARBOURS.

(PROVISIONAL ORDERS.)

Session 1866.

REPORT of the Board of Trade of their Proceedings under the General Pier and Harbour Act, 1861.

(Presented Pursuant to Act of Parliament.)

Ordered, by The House of Commons, *to be Printed,*
21 *March* 1866.

129.

Under 1 *oz.*

BANTRY PIER.

RETURN to an Order of the Honourable The House of Commons, dated 23 March 1866;—*for*,

COPY "of all CORRESPONDENCE between the COMMISSIONERS of PUBLIC WORKS in *Ireland* and the RATEPAYERS of *Bantry*, in the County of *Cork*, upon the subject of a PIER proposed to be erected in that HARBOUR."

Office of Public Works, Dublin, 11 April 1866.

E. HORNSBY, Secretary.

(*Mr. George Barry.*)

Ordered, by The House of Commons, *to be Printed*, 23 *April* 1866.

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COPY of all CORRESPONDENCE between the COMMISSIONERS of PUBLIC WORKS in *Ireland*, and the RATEPAYERS of *Bantry*, in the County of *Cork*, upon the subject of a PIER proposed to be erected in that HARBOUR.

Mr. *Young* to the Commissioners of Public Works.

Sirs, Bantry Mills, 13 July 1861.

I BEG to call your attention to the following,—

In the harbour of Bantry the want of a landing place is very much felt by the inhabitants, as no vessel can come near the shore when blowing strong from north-west and north-east.

I understand the late Captain Wolfe pointed out a site for a pier in his report. A good one can easily be got, and now beg to ask your advice what steps are necessary that so desirable an object may be attained through your assistance.

I am a large importer of foreign grain, and others in the timber trade, who are all put to great trouble and expense beside the great danger of discharging afloat.

A pier would soon pay, as no harbour dues are paid such as in other ports.

All through the County Kerry piers are built by your Board, and it seems strange that in one of the finest natural harbours in the world to this time should be left without a landing-place.

Hoping it will no longer be left, but that your Honourable Board will take the matter into consideration and provide that accommodation so much desired by all.

And am, &c.
(signed) *William Young*, jun.

The Commissioners of Public Works to Mr. *Young*.

Office of Public Works, Dublin,
Sir, 20 July 1861.

IN reply to your letter of the 13th instant, relative to the want of a pier in Bantry Harbour, I am directed to state that the Board can only grant money, with Treasury sanction, in aid of the construction of piers on the sea coast, on its being shown to them that such pier would be useful for the encouragement of the sea fisheries of the coast of Ireland. Before, therefore, the Board can further consider the matter the promoters should give a full statement of the objects the pier is to serve, the site in which it is proposed to be placed, a plan of the work and adjacent sea coast, an estimate of the cost, and a statement of how much the proprietors and parties interested, or the county, would be prepared to contribute.

I am, &c.
(signed) *E. Hornsby*, Secretary.

To the Commissioners for the execution of an Act passed in the Ninth Year of the Reign of Her present Majesty, intituled, "An Act to encourage the Sea Fisheries of Ireland, by promoting and aiding with Grants of Public Money the Constructions of Piers, Harbours, and other Works."

The Memorial of the undersigned states—

That your Memorialists are the proprietors or occupiers of the lands of Seafield, Reemone, Beach, and the town lots of Bantry, and different other lands in the barony of Bantry, in the county of Cork.

That said lands are in a district adjacent to the sea coast, between the bounds of West Carbery and the barony of Bere.

That it will be of great advantage to the district in which said lands are situate, and tend to the encouragement and promotion of the sea fisheries, to erect a pier in Bantry Bay, about a quarter of a mile to the west of the town of Bantry, as shown on the plans herewith sent.

Your Memorialists, therefore, pray that the said district may be examined, and that the aforesaid work, or such other work, in lieu thereof, as the said Commissioners shall deem fit, may be executed under the said Act; your Memorialists hereby undertaking (in the event of the works herein applied for, as aforesaid, or other works in lieu thereof, not being duly approved of or proceeded with by the said Commissioners) to defray the expenses of such preliminary survey and examination as the said Commissioners may think requisite.

Dated at Bantry this 20th day of November 1862.

(signed) *Bantry.*
J. W. Payne, J.P.
George Sheehan, P.P.
Wm. Young.
William F. Tisdall.
Richd. Roanson.
John E. Barrett, J.P.

The Commissioners of Public Works to Mr. *Forsyth.*

Office of Public Works, Dublin,
28 November 1862.

Reference Form 6.—Memorial from Lord Bantry and others. Construction of a fishing pier at Bantry. Four enclosures 17,335, 20th November 1862.

Mr. Forsyth to examine and report on the locality as regards the facilities of constructing a pier as desired; the extent and probable cost of the work necessary to meet the requirements of the case.

By Order,
(signed) *E. Hornsby*, Secretary.

The Commissioners of Public Works to Mr. *Barry.*

Office of Public Works, Dublin,
Sir, 28 November 1862.

The Board have received a memorial for the erection of a pier in Bantry Bay, about a quarter of a mile to the west of the town of Bantry, and they request that you will inform them on the extent and nature of the fishery which would be accommodated and benefited by the construction of a pier at the place referred to.

I am, &c.
(signed) *E. Hornsby*, Secretary.

Mr. *Barry* to Secretary of Commissioners of Public Works.

Office of Public Works, Dublin,
2 December 1862.

Sir,

In answer to your letter of the 28th ultimo, forwarded to me to Dungarvan after I had left it, and only received this day, I beg to state that I am well acquainted with the locality in which it is sought to have this pier erected; the subject has been under discussion for a great many years, I think over 30, and I have at all times considered it a most desirable object for the general interests of the fishing and trading communities of Bantry and Berehaven.

The last return from the Coastguard Department for the Bantry district is—

7	First class boats - - -	28 men.
232	Second class boats - -	1,053 men.

For Castletown Berehaven—

5	First class boats - - -	22 men.
402	Second class boats - - -	2,232 men, 357 boys.

Total for both districts—

12	First class - - - -	50 men.
634	Second class - - - -	3,285 men and 357 boys.

I consider the two districts deeply interested in this project, because the town of Bantry is the chief and most important mart for the sale of fish for both places, as well as for the general trade of the whole Bay.

The fishery of both districts has, as in many other cases, greatly declined. It was once the most important in the South of Ireland, but the herrings and pilchards have, for some years, not visited those shores in the same quantities that they used; however, there have been some recent indications of an increase, and I know of nothing that would be more calculated to revive the spirit of industry than the proposed pier.

I am, &c.
(signed) *J. Redmond Barry.*

Mr. *Forsyth* to Commissioners of Public Works.

Piers and Harbours, 9 Vict., c. 3, &c.

Report to the Board of Public Works on the proposed new Pier at *Bantry*, in the County of *Cork*.

The town of Bantry is situated near the south-eastern extremity of Bantry Bay, and the small harbour at the town is a natural indentation or creek, sheltered on the north by a projecting point of Rinrour. The quays are of considerable length, and built along the southern shore; but the bottom of the harbour being several feet above the level of low water, they can only be used generally by the smaller sized fishing craft; the larger sized trawlers can only approach for a short time near high water.

The rise of the tides during springs is 12 feet, and at neaps about eight feet; but in strong westerly and southerly winds the rise is much greater, and the water covers the quays and does much injury. It is reported that the depth along the quays is about from three to four feet less than it was formerly, and that this reduction of the depth has been caused, in a great measure, by an accumulation of sand, it being customary to deposit large quantities on the wharf at a particular season for agricultural purposes, and considerable quantities have, from time to time, been washed into the harbour by these extraordinary rises of

the tides. No doubt the sewerage of the town, which is discharged into the harbour, aids very importantly also in filling it up, as it is reported that there is a great lack of attention to keeping it properly cleansed.

The prevailing winds being from the southward and westward, the harbour is very imperfectly sheltered; for although there is no great range between it and Whiddy Island, by which it is sheltered, it is neither safe nor convenient for trawlers and coasters trading to the port. These important drawbacks on the utility of the harbour render it most desirable that great improvements should be made in the accommodation provided for the very important fishery in the Bay, for if it is to be extensively and profitably prosecuted, effectual shelter in stormy weather, and proper convenience in landing the fish for transport to market, must necessarily be afforded.

It is therefore proposed to build a new pier from the southern shore in a northerly direction, about 200 yards to the westward of the extremity of the present quays, so as to obtain a greater depth of water than can be obtained at the present quays; to cover the harbour from the effects of storms from the southward and westward, and to afford ample facilities for the large class of trawlers to come alongside at all times, except for an hour or two near low water of spring tides.

The forms and dimensions of the proposed pier are shown on the annexed diagram, plan, and sections, which do not differ materially from those submitted to the Board by the parties interested. The total length of the pier on the inner face is 400 feet: the breadth of the wharf is 30 feet, with mooring posts and rings, and a parapet, five feet high, for shelter and as a look out in stormy weather; and two flights of steps or stairs for access to small boats at low water. The depth of water at the end of the pier at low water of spring tides would be from four to five feet.

The harbour being situated on the old red sandstone, there is abundance of excellent materials procurable. The beds of stone are not of great thickness, but by a judicious arrangement of the courses excellent work may be made. The foundations of the portion of the pier which extends beyond the low-water mark, would not present any great difficulty, as abundance of large flat-bedded stones can be procured suitable for being set in a reticulated form, and of sufficient height to rise above low-water of spring tides, so as to admit of being levelled off to receive the first horizontal courses. The quarry is about a statute mile distant from the proposed site of the pier, and the road therefrom passes through the town, so that the advantages of a tramroad for the transport of the materials cannot be made available. It is, however, reported that there would be no difficulty in procuring a sufficient number of ordinary horses and carts at a moderate rate. There are some protruding points of rock near the proposed site of the pier, which must be blasted off to the level of the bottom.

Should the proposed pier be built, it would not only be of great advantage to the town and neighbourhood, but to the fishery of the entire bay, which I am informed would be one of the most productive in the country if properly developed, as Bantry is the place at which the produce of the fishery is collected for transport to market. Notwithstanding the great cost of carriage, I am informed that even now, quantities of the more valuable kinds of fish are sent by coach and rail to market. The extension of railways in the southern portion of the county of Cork, opens up the almost certain prospect of a branch line, to connect Bantry with the extension of the Cork and Bandon Railway to Skibbereen, which will give an unprecedented impetus to this fishery, and to trade in general. In addition to that, a suitable steamer plying regularly between Bantry and Castletown, Berehaven, would bring the whole of this noble Bay into immediate connection with the great centres of commerce.

Having made inquiries relative to the cost of materials and labour, I have calculated an estimate of the probable cost of the work, which I have annexed for the consideration of the Board.

Office of Public Works,
Dublin, 27 May 1863.

(signed) *William Forsyth*, C.E.

ESTIMATE of the Cost of constructing a NEW PIER at *Bantry*, County *Cork*, according to the annexed Plan and Sections.

	Quantity.	Rate.	Amount.
	Cubic feet.	*s. d.*	£. *s. d.*
Hammer-dressed Ashler work in the facing of the walls and in the parapet.	43,305	– 10	1,804 7 6
	Cubic yards.		
Rubble masonry in the backing of the walls -	2,530	8 6	1,075 5 –
	Superficial yards.		
Hammer-dressed pavement in surface of wharf -	1,213	4 –	242 12 –
	Cubic feet.		
Cutstone work in coping of wharf and parapet walls.	2,800	2 6	350 – –
	Tons.		
Rubble stone filling between walls of the pier -	9,450	1 4	630 – –
Stairs, mooring posts, and mooring rings - -	- - -	- -	66 – –
			4,168 4 6
Contingencies, superintendence, &c. 10 *l.* per cent.	- - -	- -	416 17 –
		£.	4,585 1 6

Office of Public Works, Dublin,
27 May 1863.

(signed) *William Forsyth*, C.E.

THE pier as proposed by me is only about 50 feet longer than the plan proposed by the parties themselves; and anything less will not, in my opinion, fully answer the purpose of accommodating the large trawlers.

A shorter pier might be built for the present, say to the angle, or 300 feet long, at a reduction of one-fourth of the estimate; but an inspection of the survey will show that the pier would not then cover the harbour, and would otherwise afford but very small accommodation.

If quayage for the small fishing craft only was required, there is at present quite a sufficient extent; and it would suffice to clear out the deposit, which at present so seriously encumbers the harbour, so as to restore the former depth along the quays. This, however, would, from the great quantity, be a tedious and comparatively costly work, and be of little or no benefit to the large trawlers; furthermore, if not constantly cleansed, it would silt up again, and at best leave the harbour exposed.

24 June 1863. (signed) *W. F.*

Mr. *Harper*, R.N., to Secretary of Commissioners of Public Works.

Sir, Blue Hill Station, 20 June 1863.

IN reply to your letter, dated 17th instant, for a return of the number of fishing craft belonging to the Port of Bantry, I beg to inform the Board that there are about 120 second-class boats fishing with nets and lines belonging to Bantry. There are eight first-class from 15 to 40 tons trawling in the bay.

The average number of large vessels visiting the port is about 60 a year, who would all derive benefit from a pier, as the present landing place at low water is half-a-mile from the town and exposed to north-west winds.

I am, &c.
(signed) *Henry Harper*,
Master, R.N., I.C.O.

The Commissioners of Public Works to Earl of *Bantry*.

Office of Public Works, Dublin,
3 August 1863.

Piers and Harbours.—Proposed New Pier at Bantry, Co. Cork.

My Lord,

I AM directed to state that the Board have considered the memorial of proprietors and occupiers of certain lands in the barony of Bantry with reference to the erection of a pier near that town, and have received the report of their engineer. The accompanying plans show the work that he considers necessary to carry out the requirements of the case. It is but slightly altered from the plans prepared by the memorialists. The estimated cost of the work is 4,585 *l.*, and the Board are prepared to recommend the Treasury to make a grant of one-half of that amount, provided the proprietors and parties locally interested will provide the remaining moiety. The Board cannot recommend the Treasury to sanction a larger proportion, as they consider that the trading and other interests of Bantry are quite as much interested in the construction of this pier as the fishing interests, and it is on behalf of these last alone that the Board are empowered to recommend a grant.

I have, &c.
(signed) *E. Hornsby*, Secretary.

The Earl of *Bantry* to Secretary to Commissioners of Public Works.

Sir, Bantry House, 10 August 1863.

I HAVE had the honour to receive your letter of the 3d instant with reference to the proposed new pier at Bantry. I had been obliged to delay answering it until it was laid before the Memorialists. They and I were surprised at the high estimate of 4,585 *l.*, as the engineer here (who has lately died), and who prepared the plans sent from this, estimated it at 2,000 *l.*; it would be quite impossible to raise the sum required here by local subscriptions. Lord Bantry ventures to suggest whether it could not be charged on the district, which would be so greatly benefited by the work and the repayment spread over a number of years, as it really is a work of very great necessity.

I have, &c.
(signed) *Bantry.*

The Commissioners of Public Works to the Earl of *Bantry*.

Office of Public Works, Dublin,
28 August 1863.

My Lord,

IN reference to your letter of the 10th instant, relative to the proposed new pier at Bantry, I am directed to inform you that under the Act the county have power to present for a moiety or other portion of the expense, or it may be made up as follows,—by the county at large, by the district benefited, and by private contribution, or by any one of these ways.

The Act referred to points out the course of proceeding, and I am directed to refer you to its provisions in order that you may consider, on the part of the applicants, how far it will be practicable to obtain aid in any of the ways therein provided for.

On hearing further from the applicants the Board will, if desired, be prepared to take the necessary action on their part, observing, however, that the estimate of the applicants' engineer, referred to in your letter of the 10th instant, cannot be adopted.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Earl of *Bantry* to the Secretary to Commissioners of Public Works.

Sir, Bantry House, 17 September 1863.

I HAVE had the honour to receive your letter of the 28th of August, which I have laid before the Memorialists for the pier here. They and I consider the expenses of the pier should be made up by the district benefited, and I trust the Board will take the necessary steps, according to this proposal.

I have, &c.
(signed) *Bantry.*

The Commissioners of Public Works to the Earl of *Bantry.*

Office of Public Works, Dublin,
My Lord, 21 September 1863.

I AM directed by the Board to request that you will inform them what other townlands, besides those of Seafield, Reenrone, Beach, and Bantry, mentioned in the memorial, you and the other memorialists consider as comprised within the district to be benefited by the proposed pier at Bantry.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Earl of *Bantry* to Secretary to Commissioners of Public Works.

Sir, Bantry House, 22 September 1863.

IN answer to your letter of the 21st instant, I have the honour to inform you the memorialists for the pier intended to be built here and I consider the entire of the Bantry Union and the Castletown Berehaven Union (except the parish of Kilcatherine), are comprised in the district to be benefited by the pier, which will be the greatest public advantage, and is so much required.

I have, &c.
(signed) *Bantry.*

The Commissioners of Public Works to the Earl of *Bantry.*

Office of Public Works, Dublin,
My Lord, 18 November 1863.

I AM directed to inform you that the Board, having had under their consideration the subject of the district upon which your Lordship proposes that half the cost of the pier at Bantry should be levied, are of opinion that Bantry and its immediate neighbourhood would be much more benefited by the construction of the pier than other portions of the district proposed. They think, therefore, that there should be as large a local subscription as possible from Bantry, and those most interested in the proposed work, so as to lighten the charge intended to be levied off the district at large.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Earl of *Bantry* to Secretary to Commissioners of Public Works.

Bantry House, 15 December 1863.

LORD BANTRY has had the honour to receive Mr. Hornsby's letter of the 18th of November, which he regrets he was unable to answer sooner; and on consulting with the parties interested, they concurred, to some extent, in the opinions of the Board, and they think the distant parts should not be taxed for the pier so much as near Bantry, although they must be considerably interested in its

erection, having a large trade in fish and other articles with Bantry. It would be quite impossible to raise a sufficient su m by subscription here, and we would therefore, suggest that one-third of the amount required from us should be charged on the barony of Bantry, the remaining two-thirds on the entire proposed district, including that barony.

The Commissioners of Public Works to the Earl of *Bantry*.

Office of Public Works, Dublin,
23 December 1863.

My Lord,

I AM directed to acknowledge the receipt of your Lordship's letter of the 15th instant, and to inform you that the Board are advised that they have not the power of apportioning the taxation of the district, for the purpose of the construction of the pier, in the manner suggested by your Lordship, and that whatever rate is imposed upon the district must be a uniform one over the whole of it.

The Board are still of opinion, as mentioned in their letter of the 18th ultimo, that there should be a local subscription, as large as possible, from those most interested in the construction of the pier, so as to lighten the charge on the district at large.

I have, &c.
(signed) *E. Hornsby*, Secretary.

Mr. *Barrett* to Secretary to the Commissioners of Public Works.

Carriganass, Bantry, 12 January 1864.

Sir,

As Chairman of the Presentment Sessions, assembled this day in Bantry, I beg to forward you the enclosed resolution, which passed unanimously, and I hope for your favourable consideration of its object.

I am, &c,
(signed) *John E. Barrett.*

Enclosure in foregoing.

AT a meeting of the magistrates and ratepayers assembled in Road Sessions for the barony of Bantry, county Cork, on the 12th day of January 1864, the following resolution was proposed by Wm. Tisdall, Esq., and seconded by R. T. Evanson, Esq

We desire to express our opinion of the great importance and advantage of the pier proposed to be erected in this harbour to the fisheries and commercial interests of a very large and extensive district.

Bantry is the principal market for the fisheries of a line of coast of about 60 miles, at both sides of the Bay, from Sheepshead to the Dursey Island, and the districts within those points also receive large supplies of food and other imports from it.

The want of a proper landing-place is severely felt, and adds considerably to the expense and risk of those engaged in the fisheries and other trade with Bantry. We therefore trust the Board of Works will give any assistance in its power to this work of great necessity.

That a copy of this resolution be forwarded to the Board of Works by our Chairman.

Passed unanimously.

(signed) *J. E. Barnett*, Chairman.

Mr. *Payne* to the Secretary to the Commissioners of Public Works.

Beach, Bantry, County Cork,
14 January 1864.

Sir,

I BEG to enclose a copy of a resolution passed at the Presentment Sessions for barony of Bere on the 13th instant.

I am, &c.
(signed) *J. W. Payne.*

Enclosure in foregoing.

At the Presentment Sessions for the barony of Bere, county of Cork, held on the 13th day of January 1864, the following resolution was passed unanimously:

That having seen the resolution passed at the Road Sessions for Bantry, on the 12th instant, we fully concur in the statements made in it of the necessity for the proposed pier in Bantry, and the great advantage it would be, not only to Bantry, but also to this district.

That a copy of this resolution be forwarded to the Board of Works.

(signed) *J. W. Payne*, J. P.,
13th January 1864. Chairman.

The Commissioners of Public Works to Mr. *Barrett*.

Office of Public Works, Dublin,
Sir, 15 January 1864.

I am directed by the Board to acknowledge the receipt of your letter of the 12th instant, enclosing a resolution passed at the Presentment Sessions at Bantry, in favour of a pier in the harbour.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Commissioners of Public Works to Mr. *Payne*.

Office of Public Works, Dublin,
Sir, 18 January 1864.

I am directed by the Board to acknowledge the receipt of your letter of the 14th instant, enclosing a copy of the resolution passed at the Presentment Sessions, for the barony of Bere, in favour of a pier at Bantry.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Earl of *Bandon* to Sir *R. Griffith*.

Castle Bernard, 25 January 1864.

My dear Sir Richard,

I am anxious to trouble you with a few lines on the subject of the pier at Bantry, under consideration of the Board of Works, and to urge the great importance to the west of the county if it could be granted. I understand the Board propose to grant a moiety, about 2,300 *l.*, and that the other is to be levied on the barony of Bantry, but the people on the spot wish it to be levied on Bere barony also, and that barony has, I understand, no objection. The Board have asked for private subscriptions, but I do not think it is a case in which they can be given, or indeed can be expected.

I have no property in either barony, so I have less delicacy in troubling you.

Believe me, &c.
(signed) *Bandon*.

The Commissioners of Public Works to Earl of *Bandon*.

Office of Public Works, Dublin,
My Lord, 29 January 1864.

In reference to your letter of the 25th instant to Sir Richard Griffith, I am directed by the Board to inform you that they have been for some time in correspondence with Lord Bantry and Mr. Young, of Bantry, on the subject of

the proposed pier, and that the Board are of opinion that as Bantry, its traders, and immediate neighbourhood, would be much more benefited by the construction of the pier than the more remote districts, it would be most unfair that those remote districts should be charged as heavily as Bantry, and they are advised that they cannot apportion the taxation, but that whatever rate is levied must be uniform over the entire district. The Board, therefore, think that there should be a local subscription from those most interested in the construction of the pier to the amount of 500 *l.*, and that the balance of the moiety of half its cost should be levied off the baronies of Bantry and Bere.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Earl of *Bantry* to Sir *R. Griffith.*

Bantry House, 1 February 1864.

Lord Bantry presents his compliments to Sir Richard Griffith, and begs to inform him he has just received a letter from Lord Bandon, saying the Board of Works required 500 *l.* subscriptions, which would be quite out of the question here.

It would be a great object generally to the entire districts of Bere and Bantry, and, therefore, the fair way to pay for it would be by taxation, and, if possible, tolls, as the greater portion of Bere is Lord Bantry's estate. He thinks it should be taxed for it, and therefore ventures to call Sir Richard Griffith's attention to the pier.

The Earl of *Bandon* to the Secretary to the Commissioners of Public Works.

Sir, Castle Bernard, 2 February 1864.

I have the honour to acknowledge your letter on the subject of the pier proposed to be erected at Bantry. I would venture to represent to the Board that there are no persons of property or engaged in trade at Bantry who can be expected to subscribe 500 *l.* That the pier at Bantry will probably be of more benefit to Bere than Bantry, as it is likely to lead to a steam communication between Berehaven and Bantry, and to the produce of Bere being landed at the pier. I hope that the public generally of the west of the county will not be deprived of the advantage of the pier by the Board insisting on these conditions.

I have, &c.
(signed) *Bandon.*

The Commissioners of Public Works to Earl of *Bantry.*

Office of Public Works, Dublin,
My Lord, 8 February 1864.

I am directed to inform you that the Board must postpone the further consideration of the subject of the proposed pier at Bantry until they have received reports on applications which they have received from other parts of Ireland for grants in aid of fishery piers.

The balance remaining available for such grants is very small, and will probably not be nearly sufficient to meet all the applications ; the Board must, therefore, consider which of the grants applied for are most required. The Board are still of opinion that there should have been a subscription from the merchants of Bantry and those most interested in the proposed pier ; but, as your Lordship assures them that you do not believe such a subscription could be had, the Board will, if they find on inquiry into all the applications before them that there are sufficient funds available, recommend the Treasury to sanction a grant of one-half the estimated cost of the pier, and a loan of the remaining half, to be charged on the baronies of Bantry and Bere, as proposed by your Lordship. As soon as the Board have considered the applications before referred to, they will communicate again with your Lordship.

I have, &c.
(signed) *E. Hornsby*, Secretary.

The Commissioners of Public Works to the Secretary to the Treasury.

Office of Public Works, Dublin,
Sir, 12 March 1864.

I am directed to state, for the information of the Lords Commissioners of Her Majesty's Treasury, that a memorial has been received from Lord Bantry and a number of persons interested in Bantry and the surrounding districts, bringing before the Board the necessity which exists for the construction of a fishery pier at Bantry, and requesting their aid in the matter. The Board caused a local inspection and inquiry to be made by their engineer and the Inspecting Commissioner of Fisheries, both of whom report most favourably of the project, as one that would not only be of great advantage to the town and neighbourhood of Bantry, but to the fishery of the entire bay, which, if properly developed, would be one of the most productive in the country, Bantry itself being the chief mart to which the fish is brought. The estimated cost of the work is 4,600 *l.* Considering the benefits that would be conferred on the fishery interests by the construction of the proposed pier, and that it is a work in furtherance of the objects contemplated under the Acts for aiding in the formation of piers and harbours, and for the encouragement of the coast fishery, Acts 9 Vict. c. 3, and 10 & 11 Vict. c. 75, the Board beg to recommend to their Lordships to sanction a grant of 2,300 *l.*, being one-half of the estimated cost of the work, from the funds available under the Acts before-mentioned, of which funds there is still an available balance of upwards of 9,000 *l.*, and they recommend that the remaining half, which is to be assessed on the district comprising the barony of Bantry and the greater portion of the barony of Bere, to be advanced by way of loan from the General Loan Fund for Public Works.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Secretary to the Treasury to the Commissioners of Public Works.

(4072—16—3.)

Gentlemen, Treasury Chambers, 17 March 1864.

In reply to your letter of the 13th instant, respecting the construction of a fishery pier at Bantry, I am desired by the Lords Commissioners of Her Majesty's Treasury to authorise the grant of 2,300 *l.*, one-half of the estimated cost of the work, from the funds available under the Acts 9 Vict. c. 3, and 10 & 11 Vict. c. 75; and my Lords also sanction the remaining half, which is to be assessed on the district comprising the barony of Bantry and the greater portion of the barony of Bere, being advanced by way of loan from the General Loan Fund for Public Works.

I am, &c.
(signed) *F. Peel.*

The Commissioners of Public Works to the Secretary to the Admiralty.

Office of Public Works, Dublin,
Sir, 6 April 1864.

I am directed by the Commissioners of Public Works to forward the enclosed copies of the plans for a proposed new pier at Bantry, in the county of Cork, and to state, for the information of the Lords of the Admiralty, that on full inquiry the Board are satisfied that the proposed pier, which has been applied for by a memorial from the Earl of Bantry and other proprietors and occupiers of lands in the barony of Bantry, will be of much value in developing the fisheries and industry of a large tract of country, and that its construction has been approved of by resolutions passed unanimously at presentment sessions for the baronies of

Bantry and Bere, upon which it is proposed to assess half the estimated cost of the work. The Board, therefore, beg to submit the proposed work for the consent of the Lords Commissioners of the Admiralty, in pursuance of the 85th section of the Act 9 Vict. c. 3.

I have, &c.
(signed) *E. Hornsby*, Secretary.

The Lords of the Admiralty to the Secretary to the Commissioners of Public Works.

Sir, Admiralty, S.W., 8 April 1864.

I AM commanded by the Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 6th instant, on the subject of a new pier at Bantry, in the county of Cork, and to request you will state to the Commissioners of Public Works that, under "The Harbours Transfer Act, 1862," the jurisdiction with respect to tidal and navigable waters, hitherto vested in the Admiralty, was transferred to the Board of Trade on the 1st January 1863.

Your communication has, therefore, been transmitted to that department, to which all further correspondence must be addressed.

I am, &c.
(signed) *W. G. Romaine.*

The Lords of the Committee of the Privy Council for Trade to the Secretary to the Commissioners of Public Works.

(H. 853.)

Board of Trade, Whitehall,
Sir, 13 April 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 6th instant, accompanied by plans of a pier which the Earl of Bantry and others propose to construct in the harbour of Bantry, and requesting the approval of this Board thereto.

In reply, I am to acquaint you that on a duplicate set of the plans being forwarded, the assent of my Lords will be given in the usual way.

I am, &c.
(signed) *James Booth.*

The Commissioners of Public Works to Secretary Board of Trade.

(H. 853.)

Office of Public Works, Dublin,
Sir, 26 April 1864.

IN reply to your letter of the 13th instant, I am directed by the Board to forward a duplicate set of the plans of a pier proposed to be constructed in the harbour of Bantry, for the approval of the Lords of the Committee of Privy Council for Trade.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Board of Trade to the Secretary to the Commissioners of Public Works.

(H. 853.)

Board of Trade, Whitehall,
Sir, 3 May 1864.

REFERRING to your application of the 6th April for the sanction of the Board of Trade to the construction of a pier in Bantry Bay, by the Earl of Bantry and other proprietors and occupiers of lands in the vicinity, I am directed to transmit

to

to you the accompanying duplicate plan of the proposed works, upon which the formal assent of the Board of Trade has been indorsed, as your authority, so far as the jurisdiction of the Board is concerned, for proceeding with the works.

It is requested that the Inspecting Commander of the Coastguard, or other person authorised by the Board of Trade, may be permitted to inspect the plan and works, whenever he may deem it necessary to do so, for the conservation of the navigation and the protection of the public.

I am, &c.
(signed) *James Booth.*

The Commissioners of Woods, &c., to Secretary to Commissioners of Public Works.

(1053.)

Office of Woods, &c., S. W.,
Sir, 5 May 1864.

I AM informed that the Lords of the Committee of Privy Council for Trade have sanctioned the application of the Board of Public Works, on the part of the Earl of Bantry and other owners and occupiers of land in the barony of Bantry, for permission to construct a pier at Bantry, as shown on a plan in your possession, upon which the formal assent of their Lordships has been indorsed.

I have to request that I may be furnished with an exact copy of the plan in question, in order to ascertain whether any foreshore rights of the Crown will be affected by the execution of the proposed works.

I am, &c.
(signed) *James K. Howard.*

The Commissioners of Public Works to Commissioners of Woods, &c.

Office of Public Works, Dublin,
Sir, 13 May 1864.

IN compliance with the request conveyed in your letter of the 5th instant, I send herewith an Ordnance sheet on which is shown the proposed new pier at Bantry, in the county of Cork.

I am, &c.
(signed) *E. Hornsby,*
Secretary.

The Commissioners of Public Works to Secretary to the Treasury.

Office of Public Works, Dublin,
Sir, 19 May 1864.

I AM directed by the Commissioners of Public Works to state, for the information of the Lords Commissioners of Her Majesty's Treasury, with reference to their Lordships' letter of the 17th March last, sanctioning the loan of half the cost of the proposed pier at Bantry being assessed on the district comprising the barony of Bantry and the greater portion of the barony Bere, that it will be necessary to fix the time within which such loan is to be repaid; and as the Act of 16 & 17 Vict., c. 136, which makes the repayment an imperative presentment, does not include interest, the Board beg to recommend their Lordships to sanction the repayment of the loan in six years, by 12 equal half-yearly instalments.

I have, &c.
(signed) *E. Hornsby,*
Secretary.

The Commissioners of Woods, &c., to Secretary to Commissioners of Public Works.

(1159.) Office of Woods, &c., S. W.,
25 May 1864.

Sir,

I HAVE received your letter of 13th instant with Sheet No. 118 of the Ordnance Survey of the county of Cork, and assuming that the site of the proposed pier at Bantry as shown therein is that upon which its construction has been sanctioned by the Board of Trade, I have to acquaint you that I shall be prepared to make a grant of the Crown's rights in the soil upon which the pier will stand, in consideration of the sum of 26 *l.* 10 *s.*

The conveyance will be prepared by the solicitors to this Department without further charge to the promoters of the work, and will be subject to such clauses as are usually inserted in deeds of a like nature, and it will be open to them to accept or reject this offer for one month from its date.

I am, &c.
(signed) *James K. Howard.*

The Secretary to Treasury to Commissioners of Public Works.

(7908 – 23—5.)

Gentlemen, Treasury Chambers, 25 May 1864.

WITH reference to your Report of 19th instant, I am commanded by the Lords Commissioners of Her Majesty's Treasury to acquaint you that they approve of the proposal that the loan sanctioned by this Board on 17th March last, of half the cost of the proposed pier at Bantry should be repaid in six years, by 12 equal half-yearly instalments.

I am, &c.
(signed) *F. Peel.*

The Commissioners of Public Works to Earl of *Bantry.*

Office of Public Works, Dublin,
28 May 1864.

My Lord,

I AM directed to send you the annexed copy of a letter from the Commissioners of Woods, &c. stating that they will be prepared to make a grant of the Crown's rights in the soil upon which the above pier will stand, in consideration of the sum of 26 *l.* 10 *s.*; and I am to state that this sum must be included as part of the proposed expenses in connection with the pier.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Commissioners of Public Works to Earl of *Bantry.*

Office of Public Works, Dublin,
14 June 1864.

My Lord,

I AM directed to inquire where you would recommend the Board to lodge the provisional declaration and plan and specification relative to Bantry Pier for public inspection, as required by the Act of Parliament.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Earl of *Bantry* to Secretary to Commissioners of Public Works.

Thomas's Hotel, Berkeley-square,
15 June 1864.

Sir,

I HAVE had the honor to receive your letter, and regret I could not answer it sooner, as it was forwarded to Ireland, &c., and shall be obliged to know, for the information of the persons interested in the pier, if the 26 *l.* 10 *s.* is to be included in the charge on the district.

I have, &c.
(signed) *Bantry.*

The Earl of *Bantry* to Secretary to Commissioners of Public Works.

Thomas's Hotel, Berkeley-square,
17 June 1864.

LORD BANTRY has had the honour to receive Mr. Hornsby's letter of the 14th instant, and should suppose the Court-house Keeper at Bantry would be a proper person to lodge the plans of the pier with, so that they should be open to public inspection.

The Commissioners of Public Works to Earl of *Bantry.*

Office of Public Works, Dublin,
18 June 1864.

My Lord,

I AM directed by the Board to inform you, in reply to your Lordship's letter of the 15th instant, that the estimate for the work does not include the sum of 26 *l.* 10 *s.* for a grant of the Crown's rights; and that it is expected the amount required by the Woods and Forests will be made up by the promoters.

I have, &c.
(signed) *E. Hornsby*, Secretary.

The Commissioners of Public Works to their Solicitor.

Office of Public Works, Dublin,
11 July 1864.

Memorandum.

THE solicitor is requested to have the provisional declaration prepared for this pier.

The draft is sent herewith, together with two copies of the plan and specification.

Copy of declaration to be lodged with the Court-house Keeper at Bantry; and the notices may be sent to the inspecting chief officer, Blue-hill, Bantry, to be posted.

By order,
(signed) *E. Hornsby*, Secretary.

The Commissioners of Public Works to Earl of *Bantry.*

Office of Public Works, Dublin,
3 August 1864.

My Lord,

I AM directed by the Commissioners of Public Works to request your Lordship to inform them of the name and address of some person, who would serve or post the notices of the deposit of the provisional declaration. The person named should know the usual places for posting grand jury notices in the baronies of Bantry and Bere.

I have, &c.
(signed) *E. Hornsby,*
Secretary.

The Earl of *Bantry* to Secretary to Commissioners of Public Works.

Bantry House, 4 August 1864.

Sir,

I HAVE had the honour to receive your letter of the 3d instant, and in answer to the inquiries of the Commissioners of Public Works, hasten to inform them, I understand Michael Linehan, of Bantry, is a proper person to receive the notices for the barony of Bantry; and William Murphy, of Leitrim, Adrigole, Bantry, for the barony of Bere; as the distances are so great, two persons would be less expensive; and I have the honour to be

Yours, &c.
(signed) *Bantry.*

The Commissioners of Public Works to Court-house Keeper, *Bantry.*

Office of Public Works, Dublin,
10 August 1864.

Memorandum.

THE Court-house keeper at Bantry is requested to take charge of the enclosed copy of the provisional declaration, plan, and specification for the proposed pier at Bantry. These documents are to be kept open for public inspection at all reasonable times.

I inclose a receipt to be signed by you, and returned to this office. The postage need not be paid.

By Order,
(signed) *E. Hornsby,*
Secretary.

The Commissioners of Public Works to *Michael Linehan.*

Office of Public Works, Dublin,
8 September 1864.

Sir,

I SEND herewith two sets of notices relative to Bantry Pier, and I am to request that you will post them at once in the usual places for posting grand jury notices in the barony of Bantry. You will please write on the back of one of each set the names of the places and dates of posting, and forward the notices thus indorsed to this office.

By Order,
(signed) *E. Hornsby,*
Secretary

Enclosure 1, in foregoing.

BOARD OF PUBLIC WORKS.

9 Vict. c. 3, 10 & 11 Vict. c. 75, and 16 & 17 Vict. c. 136.

Pier at Bantry, in the County of *Cork.*

NOTICE is hereby given, that the Commissioners, acting in execution of an Act made and passed in the 9th year of the Reign of Her present Majesty, intituled "An Act to encourage the Sea Fisheries of Ireland, by promoting and aiding with grants of Public Money the construction of Piers, Harbours, and other Works," and the Act made and passed in the 10th and 11th years of the Reign of Her Majesty, intituled, "An Act for the further improvement of the Fishery, Piers, and Harbours of Ireland," and also with reference to an Act of 16th und 17th years of the reign of Her said Majesty, intituled, "An Act for enabling Grand Juries to borrow Money from private sources on the security of Presentment, and for transferring to Counties certain Works constructed wholly or in part with public money," have made a provisional declaration, previously to the erection of a pier at Bantry, in the county of Cork, and a copy of such declaration, together with the necessary plans, sections, and estimates, has been deposited with the Court-house keeper, at the Court-house, Bantry, in the county of Cork aforesaid, for public inspection, and all parties interested are hereby required, on or before the 1st day of October next, to transmit to the Secretary of the said Commissioners their objections, if any, in writing, to the said declaration, maps, plans, sections, and estimates, and all other objections which such parties shall think fit to make, with respect to anything proposed to be done by the said Commissioners under the provisions of the said Acts, in respect of said proposed pier.

By Order of the Commissioners of Public Works in Ireland,
Edward Hornsby,
Secretary.

Dated at the Office of Public Works,
Custom House, Dublin,
3 September 1864.

Enclosure 2, in foregoing.

BOARD OF PUBLIC WORKS.

9 Vict. c. 3, 10 & 11 Vict. c. 75, and 16 & 17 Vict. c. 136.

PIER at *Bantry*, in the County of *Cork*.

NOTICE is hereby given, that the Commissioners of Public Works, having made a provisional declaration, previously to the erection of a pier at Bantry, in the County of Cork, hereby call a meeting, to be held at the Court-house, Bantry, at the hour of 12 o'clock noon, on Tuesday, the 18th day of October 1864, of the ratepayers, who (under an Act of the 1st and 2d years of Her Majesty, intituled, "An Act for the more effectual Relief of the Destitute Poor in Ireland," and any Act amending the same,) have been rated under the last rate in respect of property within the district, comprising the entire of the lands included in the barony of Bantry, in the county of Cork; also the entire of the lands in the parishes of Kilcaskan, Killaconenagh, and Kilnamanagh, in the barony of Bere, in the said county of Cork, for the purpose of declaring their approval of or dissent from the proposed works.

By Order of the Commissioners of Public Works in Ireland,
Edward Hornsby,
Secretary.

Dated at the Office of Public Works,
Custom House, Dublin,
5 September 1864.

The Commissioners of Public Works to the Clerk of the Union, *Castletown*.

Office of Public Works, Dublin,
8 October 1864.

Sir,

THE Commissioners of Public Works having fixed that a meeting of the ratepayers, who, under the laws for the relief of the destitute poor in Ireland, have been rated under the last rate in respect of property within the district, comprising the entire of the lands included in the barony of Bantry, in the county of Cork; also the entire of the lands in the parishes of Kilcaskan, Killaconenagh, and Kilnamanagh, in the barony of Bere, in the said county of Cork, for the purpose of such ratepayers declaring their approval of or dissent from the erection of a pier at Bantry, I am desired to request that the guardians of the Castletown Union will allow their clerk or other officer to attend at such meeting on Tuesday the 18th, with the rate-books, showing the ratepayers last rated.

The Board will be prepared to pay the reasonable and proper charges on the occasion.

An early reply will oblige.

I am, &c.
(signed) *W. S. Stack*,
Pro Secretary.

The Commissioners of Public Works to Clerk of Union, *Bantry*.

Office of Public Works, Dublin,
8 October 1864.

Sir,

THE Commissioners of Public Works having fixed that a meeting of the ratepayers, who, under the laws for the relief of the destitute poor in Ireland, have been rated under the last rate in respect of property within the district, comprising the entire of the lands included in the barony of Bantry, in the county of Cork; also the entire of the lands in the parishes of Kilcaskan, Killaconenagh, and Kilnamanagh, in the barony of Bere, in the said county of Cork, for the purpose of such ratepayers declaring their approval of or dissent from the erection of a pier at Bantry. I am desired to request that the guardians of the Bantry Union will allow their clerk or other officer to attend at such meeting, on Tuesday the 18th, with the rate-books, showing the ratepayers last rated.

The Board will be prepared to pay the reasonable and proper charges on the occasion.

An early reply will oblige.

I am, &c.
(signed) *W. S. Stack*,
Pro Secretary.

The Commissioners of Public Works to Earl of *Bantry*.

Office of Public Works, Dublin,
10 October 1864.

My Lord,

I AM directed by the Board to send the enclosed copy of a letter to the clerks of the Bantry and Castletown Unions, and to request your Lordship will be good enough to see that an officer of these unions shall attend with the proper documents on the day of the meeting.

I have, &c.
(signed) *W. S. Stack*,
Pro Secretary.

The Earl of *Bantry* to Commissioners of Public Works.

Bantry House, October 1864.

LORD BANTRY has had the honour to receive Mr. Stack's letter; and has given directions that the clerks of the Bantry and Castletown Unions should be in attendance at the meeting on the 18th instant.

W. Stack, Esq.

The Clerk of Union, Bantry, to Secretary to Commissioners of Public Works.

Bantry Union, Clerk's Office,
13 October 1864.

Sir,

I AM directed by the Guardians of this Union to inform you, in reply to your letter, dated 8th October, that I will attend with the rate books, at the meeting of the ratepayers to be holden at the Court-House, Bantry, on Tuesday 18th instant.

I have, &c.
(signed) *William Gannin*,
Clerk of Union.

The Clerk of Union, *Caetletown*, to Secretary to Commissioners of Public Works.

Castletown Union, 13 October 1864.

Sir,

I BEG to acknowledge the receipt of your letter of the 8th instant, respecting the pier at Bantry, and requesting that the Guardians of this Union would allow their clerk or other officer to attend a meeting in Bantry on the 18th instant, with the rate-books, showing the ratepayers last rated.

In reply, I am directed to inform you that the Board of Guardians of this Union, comprising the greater part of the barony of Bere, dissent from the erection of a pier at Bantry as being of no possible utility to this barony, and they have no objection to my attendance with the rate-books at the meeting of the 18th as requested, and on the conditions of your paying the charges of such attendance.

I am, &c.
(signed) *T. R. Harrington*,
Clerk of Union.

RESOLUTION of Board of Guardians, *Castletown*.

Copy of Resolution of the Board of Guardians of the Castletown Union, at a Meeting on the 13th October 1864.

RESOLVED unanimously, That this Board entirely disapprove of the erection of the new pier at Bantry. The Guardians authorise the Clerk of the Union to present their objection before the meeting in Bantry on the 18th instant.

(signed) *H. L. Puxley*, Chairman.
T. R. Harrington, Clerk of Union.

OBJECTION of certain Ratepayers—Barony of Bere.

THE following ratepayers of the barony of Bere object to the erection of the proposed New Pier at Bantry, as they consider that that work will be of no possible utility to the barony of Bere.

Henry L. Puxley, J.P., for the Board of Guardians.
Wm. Gillman, Cametringane.
Tho. Hungerford, Killaconenagh.
R. Ormston Hayes, M.D., Castletown.
Timothy Harrington, Castletown.
P. A. Armstrong, J.P., County Cork.

The Secretary to Commissioners of Public Works, to Clerk of Union, Castletown

Bantry Pier.

Office of Public Works, Dublin,
Sir, 13 October 1864.

REFERRING to the Board's letter of the 8th instant, requesting that you would have the goodness to attend at the meeting at Bantry on the 18th instant, with the rate books of the parishes of Kilcaskan, Killaconenagh, and Kilnamanagh in the barony of Bere; I beg to call your attention to the fact that the meeting is fixed for 12 o'clock, and to request that you will meet me at the Court-house about half an hour before that time.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Secretary to Commissioners of Public Works, reporting Meeting at Bantry.

9 Vict. c. 3. sect. 16.

Sir, Bantry Pier Meeting.

AGREEABLY with the Board's directions, I proceeded to Bantry to hold the meeting required by the 9th Vict. c. 3. sect. 6., in reference to the proposed pier at Bantry, all the preliminary notices and other requirements having been duly published and complied with.

The meeting took place in the Court-house at 12 o'clock on the 18th October, and was numerously attended. Amongst those present were, I was informed, some of the largest ratepayers of the unions affected, viz. J. W. Payne, J.P., agent to Lord Bantry, Major Wilkinson, C.B., Wm. Young, J. E. Barrett, Robert Warren, Richard T. Evenson, John Culliron, Esqs.; and the Rev. Mr. Sheehan, P.P., came in during the proceedings.

On the motion of J. W. Payne, Esq., the meeting unanimously approved of the assessment of 2,300 *l.* on the baronies of Bantry and Bere, to be paid in 12 half-yearly instalments.

A protest was handed in by the clerk of the union of Castletown, on behalf of the guardians, but no one appearing to sustain the objection, the clerk of the Union handing in the document, being a ratepayer and assenting to the project, I had no option but to declare the meeting as unanimous, which was received with much satisfaction.

19 October 1864. (signed) *E. Hornsby.*

The declaration lodged at Bantry herewith. *E. H.*

Mr. *Adams* to Secretary to Commissioners of Public Works.

East Ferry House, Cloyne, County Cork,
Sir, 24 October 1864.

As agent to Henry Gavillin Puxley, Esq., of Dunboy Castle, Castletown, Berehaven, who is the largest ratepayer in the barony of Bere, I have to protest in that gentleman's name against any sum of money being raised from the barony of Bere towards the building of a new quay at Bantry and County of Cork.

I shall thank you to forward me any paper that might be necessary for me to fill up in protesting against this levy upon the barony of Bere.

There was a unanimous resolution passed by the Castletown Board of Guardians against any such levy being placed on their barony; I do not think that any ratepayer from the barony of Bere attended the Bantry meeting at which the resolution for building this quay was passed, at the cost of 6,000 *l.*

I remain, &c.
(signed) *Robert H. Goold Adams.*

Mr. *Wright* to Secretary to the Commissioners of Public Works, enclosing Memorials and Minutes of Meeting.

Sir,

As agent to Lord Charles P. P. Clinton I beg to send herewith a memorial and minute of proceedings at a public meeting held at Castletown condemnatory of the building of the pier at Bantry, and charging a portion of the expenses on three parishes in the barony of Bere. May I ask you to hand same to the Commissioners of Works, and to draw their attention to the statements therein made which can be verified in every particular. I feel deeply interested in this, as doing business for an absent nobleman whose tenants are at this moment heavily taxed, and afflicted this season with the almost total loss of the potato crop. My address is Clonakilty, and any communication from the Commissioners shall receive my best attention.

I have, &c.
8 November 1864. (signed) *Thomas R. Wright.*

Enclosure No. 1.

Resolved that the accompanying Memorial be sent forthwith to the Commissioners of the Board of Public Works.

Memorial.

We the undersigned ratepayers of the parishes of Kilcaskan, Killaconenagh and Kilnamanagh, do hereby record our decided objections to the taxation of these parishes in the barony of Bere, for the purpose of defraying the expense of a new quay to be erected in the town of Bantry. We submit for the consideration of the commissioners that, in our opinion, the proposed pier will not be of any benefit whatsoever to the inhabitants of this barony, and beg to call their attention to the fact that all, as we believe, of the merchants and shopkeepers of this town of Castletown, have signed their names to this memorial in confirmation of the above.

We further state that the small trade which did formerly exist between Castletown and Bantry, has for some time ceased to exist, the trade of this town of Castletown being now confined to Cork. We also submit that the poor rate and county cess levied on this barony, for the last two years, have in some of our electoral divisions amounted to 6 *s.* and even 6 *s.* 8 *d.* in the pound, and that this barony is utterly unable to bear any increased taxation.

That the ratepayers of this barony were quite unable to attend the late meeting in Bantry, which would have laid upon many of their number a journey of fifty miles, and on some of sixty miles.

That the notices were not served upon any of the ratepayers in their houses, and that the notices, wherever posted, were known only to a very few; and further these notices did not state that it was in the power of the Board of Works to levy any monies off of this barony, provided the ratepayers should have neglected to attend the Bantry meeting, and that the few ratepayers to whom the matter was known, expected to have had an opportunity of opposing the proposed quay at Presentment Sessions.

That

That the clerk of the Castletown union who did attend at Bantry in obedience to an order of the Board of Guardians, passed unanimously, and who was the bearer of a memorial numerously signed by the inhabitants of Berehaven, objecting to the proposed taxation was unable to obtain a hearing. That under all the circumstances, were we to derive any benefit from the pier in Bantry we would still be of the same opinion; in consequence of not including in the area of taxation a large portion of the parishes of Kilerohan, Cahara, the former of which carries on an extensive trade with Bantry, in the articles of sand, sea-weed, corn, &c., and the latter is solely supplied with sand and sea-weed from the quay of Bantry.

Enclosure No. 2.

At a public meeting held in Castletown on the 4 day of November 1864, the following resolutions were passed.

Proposed by P. A. Armstrong, J.P. seconded by Rev. M. Enright, P.P. that H. L. Puxley, Esq.. do take the chair.

Passed unanimously.

Proposed by Rev. J. Halahan that the memorial now read be adopted. Seconded by F. Spring, Esq.

Enclosure No. 3.

We, the undersigned ratepayers of the parishes of Kilkascan, Killaconenagh, and Kilnemanagh, object to the levying of any portion of the expenses of the proposed new quay at Bantry off of our parishes in the barony of Bere.

(signed) *Patrick O'Leary*, R.C.C.
John Halahan, Clerk, Rector of Berehaven.
Michael N. Sullivan, Merchant.
(And 45 other Signatures.)

Enclosure No. 4.

The undersigned ratepayers protest against the levying of any portion of the expenses of the proposed new quay at Bantry, of the barony of Bere.

(signed) *Timothy Harrington.*
Timothy Leary.
James Leary.
(And 140 other Signatures.)

Enclosure No. 5.

The undersigned protest against the levying of any portion of the expenses of the proposed new quay at Bantry, off the barony of Bere.

(signed) *Jeremiah Leahy.*
Patrick Lowney.
Philip Murphy.
(And 69 other Signatures.)

Enclosure No. 6.

Most of the following signatures were written by Rev. J. Irwin, P.P., at the request of the parties.

(signed) *James Irwin*, P.P.
John R. Reed,
Manager, Berehaven Mines.
Charles Lewis,
Medical Officer to the Berehaven Mines.
William Henry Martin,
Agent to the Berehaven Mines.
Richard Puxley, Chief Clerk.
(And 89 other Signatures.)

Enclosure No. 7.

We, the undersigned ratepayers of the parishes of Kilkaskan, Killaconenagh, and Kilnamanagh, object to the levying of any portion of the expenses of the proposed new pier at Bantry off of our parishes in the barony of Bere.

(signed) *Henry L. Puxley*, J.P.
Chairman of Castletown Board of Guardians.
William Gillman, Vice Chairman.
Thos. Hungerford, Deputy Vice Chairman.
(And 108 other Signatures.)

Enclosure No. 8.

We, the undersigned ratepayers of the parishes of Kilcaskan, Killaconenagh, and Kilnamanagh, do hereby protest against the levying of any portion of the expenses of the proposed new quay at Bantry, off of our parishes in the barony of Bere.

(signed) *Michael Enright*, P.P.
P. A. Armstrong, J.P.
Francis Spring.
(And 56 other Signatures.)

Mr. *Wright* to Commissioners of Public Works.

"Bantry Pier."

Gentlemen, Clonakilty, 11 November 1864.

On last Friday I briefly drew your attention to some of the objections which could be urged against charging the parishes of Kilcaskin, Killaconenagh, and Kilnamanagh, in the barony of Bere, with a portion of the expenses of building the above pier; and on Tuesday last I enclosed to your secretary a memorial adopted at a meeting held at Castletown, and numerously signed by the shopkeepers of that town and the ratepayers of that district.

Since then I have made the most careful inquiries as to the posting of the notices, and the efforts that were made by the promoters of this project, and I can now assert that the ratepayers in the parishes of Bere had not the slightest suspicion that Lord Bantry and his agent, Mr. John W. Payne, in their anxiety to build a pier at Bantry, intended to do so at the expense of the parishes so remote and so impoverished.

I have reason to know that Mr. Puxley, residing near Castletown, a gentleman of high position in this county, never heard of the meeting in Bantry on the 18th of October, until the Thursday before it was convened; and though I had been residing in that neighbourhood from the 1st of last August up to the 1st of last October, and in daily communication with the tenants on Lord Charles Clinton's estates, purchased by him in the Landed Estates Court from Lord Bantry, yet I never heard of the proceedings, or got any intimation of the meeting in Bantry until either the 30th of October or 1st of November.

The activity of the promoters, and the indifference of all others concerned, would naturally lead to the inference that all parties had acquiesced in this work; but this inference is not so clear, when it is considered how remote are the parishes in question, how distant from Bantry, and how ignorant are their inhabitants, and how little was the information given on the subject, that even at the road sessions, where Mr. Payne's influence as a magistrate and agent is very great, and where very few ratepayers and no magistrates attended but himself, and his friend, Mr. Barrett, a resolution was passed, approving of this work, and the only explanation given was, that a pier was to be built at Bantry. Even of this, I, interested as I am for an absent nobleman, was only informed within the last few days, and it is probable, if I had been at the road sessions, I too would have no objection to the building of a pier at Bantry, never for one moment suspecting that a portion of its expenses would have to be defrayed by Bere.

If you look at the barony of Bere on the map, you will see that Kilcatherine, one of the parishes, has been exempt from taxation, though it appears to be as near to Bantry as Kilnamanagh.

I am

I am sorry to be obliged to say that the district sought to be taxed for this work is about the poorest in Ireland. The rates are unusually heavy there, as you will see by reference to the memorial to which I have already directed your attention; and I believe that they are the only parishes in this county which, in the past year, had their potatoes almost completely destroyed by disease. It is, therefore, truly hard that under such circumstances Lord Bantry should seek to improve the town of Bantry, his property, at the expense of a people so necessitous. I beg, therefore, that you will, in mercy to such a people, and in justice to the landed proprietors, hold a meeting at Castletown, where you may have an opportunity of hearing objections, and seeing with your own eyes the district sought to be taxed.

I am advised that the meeting of the 18th of October, at which your secretary presided, was not in strict accordance with 9 Vict. c. 3, s. 14; and, as I know your object is to act justly, I have again to urge you to hold such a meeting at Castletown, as I have suggested, pursuant to the 15th section of the above Act.

If you feel that a pier ought to be erected at Bantry, let it be at the expense of the town and barony of Bantry; and if the noble proprietor be interested in the improvement of his own town, let him contribute to the erection of the pier. But I pray you to consider that the shopkeepers, traders, and clergymen of all persuasions in Castletown, which is also the property of Lord Bantry, have signed the memorial already submitted to you, objecting to the proposed work.

I have, &c.
(signed) *Thomas R. Wright.*

Mr. *Adams* to Secretary to the Commissioners of Public Works.

East Ferry House, Cloyne, County Cork,
Sir, 12 November 1864.

Not having had any reply to my communication of the 24th of last month, with reference to Mr. Puxley's protest (through me) against any sum of money being raised off the barony of Bere, county of Cork, in aid of building a new pier at Bantry, I must again call the attention of the Commissioners of Public Works to the cruelty and injustice of taxing, for some years to come, the landlords and tenants of Bere, without giving them a full opportunity of canvassing the matter and expressing their sentiments; and I, therefore, most earnestly urge that a meeting should be called, at Castletown, Berehaven, as it is impossible to expect that any number of poor people could attend at Bantry, a distance of 30 miles from Castletown. I would also remark that the valuation of Castletown Union is under 20,000 *l.* a year, and that the poor rates are yet very high, varying from 1 *s.* 10 *d.* to 3 *s.* 1 *d.* in the pound; also a very expensive road has been lately made to the mines, and another expensive road is being made to the Dursey Island, in consequence of which the county rates have been, as I believe, considerably increased; these circumstances oblige me to again repeat, that it is nothing short of injustice and cruelty to add to the taxation of this very poor barony without first giving the ratepayers an opportunity of voting on the subject, at a place where they might be reasonably expected to attend.

I have, &c.
(signed) *Robert H. Goold Adams.*

The Commissioners of Public Works to Earl of *Bantry.*

Office of Public Works, Dublin,
My Lord, 12 November 1864.

I am directed to inform your Lordship that, since the meeting lately held at Bantry, in reference to the pier proposed to be built there, the Board have been informed that the feeling of the ratepayers of the portion of the barony of Bere which it was proposed to tax, is unanimously opposed to the project, and a memorial from them (of which a copy is enclosed) has been sent to the Board,

bearing upwards of 500 signatures, and strongly objecting to the proposed taxation of the district for the purpose of this pier; as it was intended to include the greater portions of the barony of Bere in the area of taxation, owing to the Board having been given to understand that the ratepayers of that district were in favour of the project and would not object to bear their share of the taxation, the Board, therefore, before taking any further steps in the matter, think it right to submit the subject of this memorial to your Lordship, and would wish to be informed of your Lordship's views on the subject.

I have, &c.
(signed) *E. Hornsby*, Secretary.

The Commissioners of Public Works to Mr. *Wright*.

Office of Public Works, Dublin,
Sir, 15 November 1864.

THE Board have under consideration your letter of the 11th instant, and the memorial from Castletown, Berehaven, relative to the proposed pier at Bantry.

The meeting held on the 18th October was not held under the 14th section of the 9th Vict. c. 4, but under the 16th section, paragraph 2, and was correctly held.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Commissioners of Public Works to Mr. *Adams*.

Office of Public Works, Dublin,
Sir, 16 November 1864.

I HAVE to acknowledge the receipt of your letter of the 12th instant, and to state that the Board have at present under their consideration the various communications, amongst which is a memorial from the inhabitants of Bere, received, relative to the proposed pier at Bantry.

I am, &c.
(signed) *E. Hornsby*, Secretary.

Reverend Mr. *Sheehan* to Secretary to Commissioners of Public Works.

Sir, Bantry, 19 November 1864.

I HEREWITH forward a copy of resolutions agreed to at a meeting of ratepayers, held in the Court-house of Bantry, at which I had the honour to preside. The resolutions address themselves to the various allegations contained in a memorial from the ratepayers of Bere, and forwarded from your office to the Earl of Bantry. All the formalities required by law having been complied with, preliminary to the erection of a pier at Bantry, the protest of the ratepayers of Bere ought not to avail, we submit, as it was not made in the manner pointed out by the law, namely, by the votes of such ratepayers present at the meeting, which was duly advertised. The necessity of a pier at Bantry has been demonstrated in a very striking manner during the severe gale which has just visited this portion of the Irish coast. An enterprising Galway shipowner, Mr. Sweeny, sent a fleet of smacks here as trawlers; two of these vessels were driven ashore close to the town; some small boats have been totally lost, having gone to pieces on the beach, whilst other casualties are reported, as having been unexpectedly escaped. If there had been a pier at Bantry these boats, large and small, would have been riding securely at their moorings, instead of being, as they now are, masses of wreck.

I have, &c.
(signed) *George Sheehan*, P. P.,
Chairman.

Enclosure in foregoing.

At a Meeting of the Ratepayers of the Barony of *Bantry*, held in the Court House, *Bantry*, on Saturday the 19th day of November 1864,—

Present—in the Chair:

The Very Reverend *George Sheehan*,

THE following resolutions were agreed to:—

That, in reply to the memorial sent from ratepayers of the barony of Bere, we have to state, for the information of the Commissioners of Public Works,—

That the proposed pier in Bantry will be of very great benefit to the districts in Bere proposed to be taxed. That a very considerable trade now exists between those districts and Bantry, in fish and other commodities, and that the proposed West Cork Railway, which will very shortly be open within a few miles of Bantry, will certainly bring the entire trade of Bere through this town.

That Bantry is the market town of a considerable portion of the barony of Bere, and the ratepayers from it come there constantly, and could have had no difficulty in attending the meeting if they had so wished.

That notices of the proposed meeting were posted through the entire district, and that the object and effect of them were well known is clear from the resolution sent up from the Board of Guardians.

That the clerk of the union who brought it did not produce any memorial from the inhabitants of Berehaven; and he did obtain a hearing, and stated that as a ratepayer of Bere he had no objection to the proposed pier.

That so far from opposing the pier, a resolution in favour of it was passed unanimously at a large presentment sessions in Bere, in January 1864, and which was forwarded to the Board of Works.

The Earl of Bantry, who is himself one of the largest ratepayers in the barony of Bere and proprietor of at least two-thirds of the barony, has been a promoter of the pier.

That we concur in the opinion that the portions of Carbery mentioned in the memorial should have been included in the area of taxation; they were so in the original application for the pier, and we cannot understand why they were struck out, but it is now too late to remedy this; and we submit that the proper time for making these objections has been allowed to pass, and that they should not now have any effect after such a lapse of time, and when so much trouble and expense have been incurred.

Carried unanimously.

(signed) *George Sheehan*, P.P., Chairman.

The Commissioners of Public Works to the Reverend Mr. *Sheehan*.

Office of Public Works, Dublin,
21 November 1864.

Sir,

I AM directed by the Board to acknowledge the receipt of your letter of the 19th instant, enclosing a copy of resolutions agreed to at a meeting of ratepayers held in the Court House at Bantry on that day.

I am, &c.
(signed) *W. S. Stack*, pro Secretary.

Mr. *Wright* to Commissioners of Public Works.

Gentlemen, Clonakilty, 24 November 1864.

As this matter is under your consideration, permit me to draw your attention to a circumstance which I heard of within the last week, and of which you, in your official capacity, must have some knowledge.

In the spring of 1863, the relief committee of Berehaven made an application to your Board for the erection of a pier at Berehaven. An engineer was sent down to report thereon, but such was the state of that district, and so urgent the distress, they were obliged to abandon the project. Yet, in 1864, when that distress still continues, and is likely to be aggravated by the failure of their potato crop, Lord Bantry and his agent endeavour to erect a pier at Bantry, some 40 miles distant, at their expense. I beg to apologise for troubling you with this communication.

I have, &c.
(signed) *Thomas R. Wright.*

The Earl of *Bantry* to Secretary to Commissioners of Public Works.

Bantry House, 26 November 1864.

Lord Bantry has had the honour to receive Mr. Hornsby's letter of the 12th instant and its enclosure, and was unable to answer it until his agent, Mr. Payne, had made further inquiries, and from whom he has just received the enclosed.

Lord Bantry much regrets the trouble Mr. Hornsby has had; he distinctly understood that both baronies were in favour of taxation for the purpose of building the pier, and, also, that both would greatly benefit by it, but, as it now appears, the barony of Bere is opposed to it, he, of course, should not wish it to be taxed, his only object being for the advantage of both baronies. But he also understood 20 years and not six years was to have been the period of taxation. He also thinks Carbery should have been included in the taxation.

Enclosure in foregoing.

My dear Lord, Castletown, 25 November 1864.

I was unable to write sooner, as I wished to see some one on whom I could depend for information. I find the feeling here against the taxation for the pier is general; they do not consider it will be of much value to this country, and are strongly opposed to it. I am sorry they did not state their objections sooner.

I am, &c.

Earl of Bantry. (signed) *J. W. Payne.*

The Commissioners of Public Works to Earl of *Bantry*.

Office of Public Works, Dublin,
30 November 1864.

My Lord,

I am directed to state, in reply to your Lordship's letter of the 26th instant, that the Board wish to be informed whether your Lordship now proposes that the taxation for the purposes of the pier should be put altogether on the barony of Bantry; and I am further to state that the reason of six years being fixed as the time for repayment is, that no interest is charged on the loan.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Earl of *Bantry* to Secretary to Commissioners of Public Works.

Bantry House, 19 December 1864.

Lord Bantry has had the honor to receive Mr. Hornsby's letter, which he sent to the ratepayers interested here, and understands they agree with him in thinking it would be quite out of the question taxing the barony of Bantry only for the pier, which they believe would benefit nearly as much other parts of the country. Lord Bantry is quite as much interested for the barony of Bere as for Bantry, and fears, after the strong refusal of the former, that their objections would continue; and he merely suggests for the consideration of the Board, before giving up the idea of the pier, whether a meeting would be desirable to be held, either at Glengarriffe, or somewhere in the barony of Bere, to reconsider the subject for portions of the barony, as he is only anxious for the general good of the district, to which he believes the pier would be of the greatest possible advantage, and the more particularly as the railway is advancing in this direction from Bandon; but he should be very unwilling to urge taxation unless the barony, on consideration, saw it was a great advantage to themselves; and yet he thought it right to mention the subject for the consideration of the Board.

Reverend Mr. *Sheehan* to Secretary to Commissioners of Public Works.

Sir, Bantry, 22 December 1864.

As Chairman of a meeting of ratepayers held in the Court House here on 19th ultimo, I had the honour to transmit certain resolutions agreed to then, in reference to the projected pier at Bantry. I would ask, as a great favour, to be informed whether the Commissioners of Public Works have come to any and what determination with regard to the contemplated erection.

I have, &c.
(signed) *George Sheehan*, P. P.

The Commissioners of Public Works to Reverend Mr. *Sheehan*.

Office of Public Works, Dublin,
Sir, 23 December 1864.

I AM directed to inform you, in reply to your letter of the 22d instant, that the Commissioners have not come to any determination with regard to the proposed pier at Bantry.

I am, &c.
(signed) *E. Hornsby*, Secretary.

Reverend Mr. *Sheehan* to Secretary to Commissioners of Public Works.

Sir, Bantry, 29 March 1865.

ON behalf of the inhabitants of this town and neighbourhood, I beg respectfully to ask whether the Commissioners of Public Works have arrived at any definite determination in reference to the pier proposed to be built in this harbour? More than six months have elapsed since the building of this most needed public work was affirmed by a meeting of ratepayers, assembled by authority of the Commissioners, and we think that quite sufficient time has elapsed to enable those who have authority in the case to arrive at a conclusion.

I have, &c.
(signed) *George Sheehan*, P. P.

Mr. *Payne* to Commissioners of Public Works.

Gentlemen, Beach, Bantry, 16 May 1865.

I BEG to send you, at the other side, a copy of a resolution passed at the Presentment Sessions, for the barony of Bantry, on the 12th instant. I trust the matter will receive prompt and favourable consideration, as the work is one of necessity, and the present time the favourable season for carrying it on.

I am, &c.
(signed) *J. W. Payne*.

Enclosure in foregoing.

THAT we the magistrates and cesspayers in sessions assembled at Bantry, cannot separate without giving expression to our feelings of disappointment at finding that no steps have been taken towards commencing the construction of the pier at Bantry, although all the preliminaries required by law have been long since complied with. We beg to convey to the Commissioners of Public Works our earnest desire that the undertaking may be commenced without further delay.

(signed) *J. W. Payne*, Chairman.

Court-house, Bantry,
12 May 1865.

The Commissioners of Public Works to Mr. *Payne*.

Office of Public Works, Dublin,
22 May 1865.

Sir,

In reply to your letter of the 16th instant, with a copy of a resolution passed at the Presentment Sessions, for the barony of Bantry, on the 12th instant, I am directed to state that Lord Bantry, who was the principal promoter of the project, informed the Board, on the 21st November 1864, that the barony of Bere being opposed to it, "he should not wish it to be taxed;" and again, on the 19th December 1864, his Lordship said, "he should be very unwilling to urge taxation unless the barony, on consideration, saw it was a great advantage to themselves." The Board, therefore, took no further steps in the matter, as their doing so would have involved this taxation of the barony of Bere against the almost unanimous wish of the ratepayers.

I am, &c.
(signed) *E. Hornsby*, Secretary.

Rev. Mr. *Sheehan* to Under Secretary.

Inchiclough House, Bantry,
10 June 1865.

Sir,

I have the honour to forward to you, for presentation to his Excellency, the accompanying memorial. It was agreed to at a meeting of the ratepayers of the barony of Bantry, held in the Court-house, on 7th June 1865, John E. Barrett, Esq., J. P., Cariganess Castle, in the Chair.

A resolution was proposed by the Rev. George Sheehan, P. P., and seconded by William Young, Esq., Marine House, to the effect, that a memorial be presented to his Excellency, the Lord Lieutenant, setting forth the facts connected with the projected pier at Bantry, and asking for his Excellency's interference.

I have, &c.
(signed) *George Sheehan*, P. P.

Enclosure in foregoing.

To His Excellency *John Baron Wodehouse*, Lord Lieutenant and Governor General of Ireland.

The Memorial of the Ratepayers of the Barony of *Bantry*, County Cork, in Public Meeting assembled.

Respectfully showeth,

That many of your memorialists are engaged in the fisheries of Bantry Bay, others are general traders, and all are deeply interested in the commercial advancement of the town of Bantry. That great destruction of property in fishing craft, and serious loss to the trading community, have resulted from the unprotected and dangerous condition of the harbour of Bantry, adjoining the town, where there is not a pier to shelter, or otherwise afford any accommodation whatever, needed for the loading or unloading of vessels.

That your memorialists brought this state of their harbour under the notice of the Commissioners of Public Works, with the view of obtaining aid towards the erection of a suitable pier.

That the Commissioners sent their engineer, who made the necessary surveys, supplied the required plans, and satisfied the Commissioners as to the necessity of the contemplated work.

The notices required by law were duly served; and a meeting held under the presidence of the Secretary of the Board of Works, at which terms were agreed to for the repayment, by annual taxation, levied on the baronies of Bantry and Bere, of the advances to be made by the Treasury. The proceedings to which your memorialists now refer took place in September 1864. Since then no steps have been taken towards the construction of the pier, so much required for the protection of the fishing craft of your memorialists. The Board of Works being applied to, have answered, that the project of a pier at Bantry was abandoned because private influence was brought to bear upon the Commissioners to defeat this important public work. Under these circumstances your memorialists pray your Excellency to direct inquiry to be made as to the foregoing statements, preliminary to urging the Board of Works to proceed with this most required undertaking.

And your memorialists will, as in duty bound, ever pray.

Bantry, 7 June 1865.

The Commissioners of Public Works to Under Secretary.

Office of Public Works, Dublin,
Sir, 1 July 1865.

With reference to the memorial of the ratepayers of the barony of Bantry, in the county of Cork, to his Excellency the Lord Lieutenant, respecting the proposed fishery pier at Bantry, referred by you on the 13th ultimo, and returned herewith, I am directed by the Commissioners of Public Works to state, for his Excellency's information, that having received a memorial from Lord Bantry and other persons, bringing under their notice the necessity for a pier at Bantry, and requesting Government aid towards the cost of its construction, the Board caused the necessary inquiries to be made, and a plan and estimate of the pier to be prepared. The estimated cost of the pier being 4,600 *l.*, the Board informed Lord Bantry that they would be prepared to recommend the Treasury to sanction a grant of half that amount, viz., 2,300 *l.*, provided the remaining half was contributed by the proprietors and others locally interested.

It was then proposed by Lord Bantry that instead of a local subscription the remaining half should be assessed on the baronies of Bantry and Bere; but the Board feeling that the town and traders of Bantry would be benefited much more by the construction of this pier than the more remote districts surrounding the Bay, strongly urged upon Lord Bantry that Bantry and its immediate neighbourhood should contribute by a local subscription to the cost of the work, so as to lighten the charge on the more remote districts. A long correspondence followed on this subject, but it finally appeared that the people of Bantry were either unable or unwilling to subscribe; and the Board agreed to recommend the Treasury to sanction a grant of 2,300 *l.* and a loan of the remaining 2,300 *l.*, which loan was to be repaid by 12 equal half-yearly instalments, raised by assessment on the baronies of Bantry and Bere, the Board having been led to believe that the ratepayers of the barony of Bere were in favour of the project and ready to bear their share of the taxation. With this recommendation the Treasury complied, and all the necessary preliminary steps were taken, and a meeting held at Bantry, in pursuance of notices posted in Bantry and Bere, on the 18th October 1864, for the purpose of taking the assents and dissents of the ratepayers to the proposed taxation. The ratepayers of the barony of Bantry present at the meeting unanimously assented, but the ratepayers of the barony of Bere did not attend the meeting, and shortly afterwards a memorial was forwarded to the Board, signed by upwards of 500 of them, objecting in the strongest terms to their being taxed for a pier at Bantry, and praying that the Board would not inflict such an injustice upon them; and on making further inquiry, the Board found that the ratepayers of Bere were almost, if not altogether, unanimous in their objection to the project. The Board then wrote to Lord Bantry, who had been the chief promoter of the project, and with whom all the correspondence on the subject had taken place, stating these facts and reminding him that they had been led to believe that the ratepayers of Bere were willing to bear their share of the taxation, and requesting his Lordship to favour them with his views under the circumstances which had arisen. His Lordship replied that as the barony of Bere was opposed to the project, he did not wish it to be taxed. The Board under these circumstances thought the best course was to take no further steps in the matter at present, in the hope that the people of Bantry, who are most interested in the construction of the pier, may propose some new arrangement, either by raising a local subscription, as the Board always thought they should have done, or by altering the proposed area of taxation, so as to render it unnecessary to tax the people of Bere for the construction of this work against their unanimous wish.

I have, &c.
(signed) *E. Hornsby*, Secretary.

The Commissioners of Woods, &c., to Secretary to Commissioners of Public Works.

Office of Woods, &c., Whitehall Place, London, S. W.,
Sir, 13 July 1865.

I HAVE to refer to my letter to you of 25th May 1864, in which you were informed of the terms upon which I was prepared to make a grant to the Commissioners of Public Works of a site of a pier they proposed to erect on the foreshore at Bantry, in the county of Cork.

I have to request that I may be informed whether there is an intention to proceed with the project.

I am, &c.
(signed) *James K. Howard.*

The Commissioners of Public Works to Commissioners of Woods, &c.

Office of Public Works, Dublin,
Sir, 9 August 1865.

I AM directed to inform you, in reply to your letter of the 13th ultimo, that the Board are not able at present to state whether the project of a pier at Bantry, in the county of Cork, will be proceeded with or not. When they are, they will again communicate.

I am, &c.
(signed) *E. Hornsby*, Secretary.

Mr. *Payne* to Secretary to Commissioners of Public Works.

Sir, Beach, Bantry, 11 September 1865.

I HAVE been requested to send you the enclosed copy of a resolution passed at a meeting held here in reference to pier applied for, and beg to express a hope that, if in their power, it will receive the favourable consideration of the Board.

I am, &c.
(signed) *J. W. Payne.*

Enclosure in foregoing.

RESOLUTION passed at a Meeting of the Ratepayers of the Barony of *Bantry*, held in *Bantry*, on 31 August 1865.

THAT as it appears from the Report of the Committee of the House of Commons that a very large sum of money, over 150,000 *l.*, has lately become available to the Board of Works for the purposes of piers and harbours in Ireland, and as there are few works of that nature more important than the pier which has been applied for in this Bay, we trust the Board will grant the largest amount allowed by law, as any sum in aid from local taxation must now, in consequence of the late decision of the Board, be raised off the very small area of the barony of Bantry.

(signed) *J. W. Payne*, Chairman.

The Commissioners of Public Works to Mr. *Payne.*

Office of Public Works, Dublin,
Sir, 13 September 1865.

WITH reference to your letter of the 11th instant, and the resolution it conveyed, asking for a grant out of a large sum (over 150,000 *l.*), lately become available to this Board for the purposes of piers and harbours in Ireland, I am directed to inform you that there is no such fund in existence as that referred to in the resolution.

I am, &c.
(signed) *E. Hornsby*, Secretary.

Rev. Mr. *Sheehan* to Secretary to Commissioners of Public Works.

Inchiclough House, Bantry,
Sir, 25 October 1865.

I FORWARD herewith for presentation to the Commissioners of Public Works, a memorial on the subject of the long debated Bantry Pier. The document has been signed by some of the largest ratepayers and most influential residents of the barony of Bantry. You will be good enough to forward the Commissioners' answer to my address.

I have, &c.
(signed) *George Sheehan*, P. P.

Enclosure in foregoing.

To the Commissioners of Public Works, *Ireland*.

The Memorial of the undersigned Ratepayers of the Barony of Bantry, County Cork,

Respectfully showeth,

THAT your memorialists are very much interested in the improvement of the harbour of Bantry.

That this harbour, for which nature has done so much, is wholly unprovided with any pier or landing-place, whereby the fishery and shipping interests of this harbour are very much injured.

That your memorialists have, as you are aware, made repeated efforts to supply a want, admittedly so great; such efforts have, however, been unfortunately, up to the present, defeated by the opposition of those likely to be taxed for repayment of advances for the construction of such pier. Your memorialists now respectfully urge upon your Board to exercise the powers vested in you by 9 Vict. c. 3, and grant, as you are empowered to do by the 4th section, three-quarters of the whole sum required; and your memorialists undertake that the remaining fourth shall be repaid by rates levied on the barony of Bantry alone. Your memorialists submit that their application for the largest amount of aid which you are by law enabled to grant, is most reasonable, taking into account that an endeavour to levy a larger proportion in repayment of advances by taxing a more extended area, has been set aside by your authority; and considering likewise the low figure at which the valuation of this barony stands, it being only 13,967 *l.* 15 *s.* Trusting that your Board will see the necessity of adopting the course now suggested (the only feasible project as it appears) and thereby provide the supply of a great public want,

Your memorialists will, as in duty bound, pray.

(signed) *John Warren Payne*, J. P.
Wm. Young.
Thos. T. Curtayne.
Richd. Vickery.
Michl Cullinane
M. W. Henegan.
John Murphy.
Patrick McSwiney.
John Cullinane.
Cor^{s}*. O'Leary.*
George Sheehan, P. P.

The Commissioners of Public Works to Rev. Mr. *Sheehan*.

Office of Public Works, Dublin,
Sir, 1 November 1865.

I AM directed to acknowledge the receipt of the memorial of some of the ratepayers of the barony of Bantry, forwarded with your letter of the 25th ultimo, and to state that the small balance of the funds applicable to fishery piers has already been allocated, so that there is no fund available from which the Board could recommend the Treasury to increase the grant already sanctioned in aid of the construction of a pier at Bantry. Should Parliament make a further grant in aid of fishery piers in Ireland, the Board will be prepared to reconsider the case of Bantry, but they certainly would not be prepared to recommend an increase of the grant towards the pier there to the extent sought for by the memorialists; for, under the arrangement originally proposed, the barony of Bantry would have had to pay a much larger part of the cost of the proposed pier than the barony of Bere.

I am, &c.
(signed) *E. Hornsby*, Secretary.

The Ratepayers of *Bere* to the Commissioners of Public Works.

To the Commissioners of Public Works.

We the undersigned ratepayers of the barony of Bere having heard that fresh attempts have been made by interested parties at Bantry, to oblige the barony of Bere to join with the barony of Bantry in the payment of the expenses of the proposed new pier at Bantry, beg to submit that the barony of Bere is in no way interested in the transaction, as the trade between Bantry and Berehaven is almost nil. While we have no objection at all to the barony of Bantry voluntarily taxing itself for the building of a pier in the town of Bantry, we are confident that you will be no parties to any transaction intended to force taxation upon this poor barony of Bere, for a work at a great distance off from us, and that can be of no advantage to this barony of Bere.

(signed) *P. A. Armstrong*, J. P., County Cork.
Michl. O'Rielly, P. P., Kilcatherine.
James Irwin.
And 439 other Signatures.

BANTRY PIER.

COPY of all CORRESPONDENCE between the COMMISSIONERS of PUBLIC WORKS in *Ireland*, and the RATEPAYERS of *Bantry*, in the County of *Cork*, upon the subject of a PIER, proposed to be Erected in that Harbour.

(*Mr. George Parry.*)

Ordered, by The House of Commons, *to be Printed*
23 *April* 1866.

203.

Under 4 *oz.*

HOLYHEAD HARBOUR OF REFUGE.

RETURN to an Order of the Honourable The House of Commons, dated 30 July 1866;—*for*,

COPY "of the QUARTERLY REPORTS of the ENGINEER in charge of the HARBOUR of REFUGE WORKS at *Holyhead*, since the 1st day of January 1863, when the Harbour was transferred from the Admiralty to the Board of Trade."

Board of Trade, 31 July 1866.

T. H. FARRER.

(*Sir Stafford Northcote*).

Ordered, by The House of Commons, *to be Printed*, 7 *August* 1866.

COPIES of the QUARTERLY REPORTS of the ENGINEER in charge of the HARBOUR of REFUGE WORKS at *Holyhead*, since 1 January 1863, when the Harbour was transferred from the Admiralty to the Board of Trade.

ENGINEER'S REPORT for the Quarter ended 31st March 1863.

HOLYHEAD HARBOUR OF REFUGE.

33, Great George-street, Westminster,
22 April 1863.

Sir,

I BEG to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ending 31st March last, showing the progress of the Works under my charge at Holyhead.

With a plan, *see* end.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.,

T. H. Farrer, Esq., (signed) *John Hawkshaw.*
Marine Department, Board of Trade.

(No. 58.)

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 31 March 1863.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
			£.	£.	£.	£.	
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also, for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries, and for Sea Walls, 24 December 1847	24 June 1849, at which time the Railways were finished.	For two Breakwaters and Packet Pier, as originally intended	1,333,000	4,123 For permanent works, exclusive of salaries and miscellaneous disbursements.	For Railways and Sea Walls 92,043 For Breakwater Works, formation of Beaching Ground, Engineer's Offices and Residences, Wooden Pier and extension 1,117,131 Purchase of Land, Compensation to Tenants, Law and Land Valuer's Costs, Rent of Quarries, Engineering and Superintendence, Miscellaneous Payments, about 82,183 Total £. 1,291,357	Foreman 9 Miners and quarrymen 8 Fillers 10 Labourers, &c. 96 Masons and stone cutters 19 Carpenters 28 Sawyers 8 Smiths 7 Engine drivers, fitters, &c. 27 Platelayers 5 Breaksmen 5 Weighers 1 Boatmen 4 Drivers 1 Watchmen 3 Boys 20 Locomotive engines 6 Waggons 181 Horses 3 Cranes 1 Steamboat 1 Steam cranes 7 Stationary engines 3 Stone trucks 25 Diving apparatus 2 Boats 4 Travelling frames 3 Travelling cranes 5
			808,063				
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2d Contract.—For Quarrying, conveying Stone, and depositing same in two Breakwaters; also, for the construction of a Packet Pier, 16 August 1848	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead				
			390,000				
The formation of a Beaching Ground on the South Shore of the Harbour suitable for Careening.	3d Contract.—For extension of North Breakwater, 2,000 feet, and building 2,500 feet of its superstructure, 1 January 1855	1 Jan. 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed				
			3,000				
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water; the lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater, 500 feet, 23 April 1857	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater				
			102,000				
	5th Contract.—For altering and completing the 2,500 feet of North Breakwater under 3d Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30 November 1857	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4 June 1857				
			171,937				
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed New Mail Packets, &c.			For temporary Wooden Pier				
			20,000				
	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16 June 1858	June 1859.					
For extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.			For Wooden Pier extension, &c.				
			11,000				
	7th Contract.—For extension, in a westerly direction, of the Wooden Pier, 23 May 1860	31 July 1860.	For strengthening Wooden Pier, and for erecting a Shed Covering thereon				
			10,000				
For strengthening the Wooden Pier in the Old Harbour, and for erecting a Shed Covering thereon.	8th Contract.—For strengthening the Wooden Pier, and for erecting a Shed Covering thereon, 23 October 1862	June 1863.	Total £. 1,516,000				

General Remarks.

The boisterous weather in the course of the past quarter has not done any damage to the finished work, but has carried away part of the contractor's temporary staging at the end of the North Breakwater.

During the past quarter 7,247 tons of stone have been deposited in the North Breakwater, and in the year ending this quarter 51,190 tons.

A length of 6,659 feet of the superstructure of the North Breakwater is now built to its full height, and a further length of 279 feet is built above the level of high-water spring tides. The Inner or Harbour Wall is built to receive the coping for a length of 5,333 feet.

Considerable progress has been made in strengthening the Wooden Pier in the Old Harbour.

The number of vessels that have sought the shelter of the New Harbour during the past quarter is 1,086, and in the year ending this quarter 3,572.

The accompanying Plan shows the extent to which the works have been carried.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

Engineer's Report for the Quarter ended 30th June 1863.

Holyhead Harbour of Refuge.

33, Great George-street, Westminster,

Sir, 21 September 1863.

I beg to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ending 30th June last, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.,

T. H. Farrer, Esq., (signed) *John Hawkshaw.*

Marine Department, Board of Trade.

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 30 June 1863.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also, for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries, and for Sea Walls, 24 December 1847	24 June 1849, at which time the Railways were finished.	£. For two Breakwaters and Packet Pier, as originally intended - 808,063	£. 1,393,000	£. 2,745 For permanent works, exclusive of salaries and miscellaneous disbursements.	£. For Railways and Sea Walls - 92,043 For Breakwater Works, Formation of Beaching Ground, Engineers' Offices and Residences, Wooden Pier and extension - 1,119,876 Purchase of Land, Compensation to Tenants, Law and Land Valuer's Costs, Rent of Quarries, Engineering and Superintendence, Miscellaneous Payments, about 84,516 Total - £. 1,296,435	Foremen - 9 Miners and quarrymen - 8 Fillers - 10 Labourers, &c. - 79 Masons and stone cutters - 16 Carpenters - 10 Sawyers - 6 Smiths - 7 Engine drivers, fitters, &c. - 26 Platelayers - 5 Breaksmen - 5 Weighers - 1 Boatmen - 4 Divers - 2 Watchmen - 3 Boys - 18 Locomotive engines - 6 Waggons - 177 Horses - 3 Cranes - 1 Steamboat - 1 Steam cranes - 7 Stationary engines 3 Stone trucks - 25 Diving apparatus 3 Boats - 4 Travelling frames 3 Travelling cranes 24
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2d Contract.—For Quarrying, conveying Stone, and depositing same in two Breakwaters; also, for the construction of a Packet Pier, 16 August 1848	16 August 1855.	For Extension of Northern Breakwater to shelter Holyhead Roadstead - 390,000				
The formation of a Beaching Ground on the South Shore of the Harbour suitable for Careening.	3d Contract.—For extension of North Breakwater, 2,000 feet, and building 2,500 feet of its superstructure, 1 January 1855	1 January 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed - 3,000				
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water; the lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater, 500 feet, 23 April 1857	1 January 1860.	For a further extension (500 feet) of Northern Breakwater - 102,000				
	5th Contract.—For altering and completing the 2,500 feet of North Breakwater under 3d Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30 November 1857	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4 June 1857 - 171,937				
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new Mail Packets, &c.	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16 June 1858	June 1859.	For temporary Wooden Pier 20,000 For Wooden Pier extension, &c. - 11,000				
For extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	7th Contract.—For extension, in a westerly direction, of the Wooden Pier, 23 May 1860	31 July 1860.	For strengthening Wooden Pier and for erecting a Shed Covering thereon - 10,000				
For strengthening the Wooden Pier in the Old Harbour, and for erecting a Shed Covering thereon.	8th Contract.—For strengthening the Wooden Pier, and for erecting a Shed Covering thereon, 23 October 1862	June 1863.	Total - £. 1,516,000				

General Remarks.

During the past quarter 13,291 tons of stone have been deposited in the North Breakwater, and in the year ending this quarter 41,321 tons.

A length of 6,659 feet of the superstructure of the North Breakwater is now built to its full height, and a further length of 341 feet is built above the level of high-water spring tides. The Inner or Harbour Wall is built to receive the coping for a length of 5,333 feet, and a further length of 490 feet is built to a height of 7 feet.

The whole of the work for strengthening the Wooden Pier in the Old Harbour is completed, except a portion that can only be executed during low-water spring tides.

The number of vessels that have sought the shelter of the New Harbour during the past quarter is 561, and in the year ending this quarter 3,337.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

ENGINEER'S REPORT for the Quarter ended 30th September 1863.

HOLYHEAD HARBOUR OF REFUGE.

33, Great George-street, Westminster,

Sir, 22 October 1863.

I BEG to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ending 30th September last, showing the progress of the Works under my charge at holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.,

(signed) *John Hawkshaw.*

T. H. Farrer, Esq.,

Marine Department, Board of Trade.

(No. 60.)

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 30 September 1863.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also, for Railways to the Quarries and round the Harbour. The construction of a Landing Pier for Packets within the Harbour, as subsequently designed. The formation of a Beaching Ground on the South Shore of the Harbour suitable for Careening. The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead, of upwards of 370 acres of deep water; the lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water. The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed New Mail Packets, &c. The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour. For strengthening the Wooden Pier in the Old Harbour, and for erecting a Shed Covering thereon.	1st Contract.—For the construction of Railways to the Quarries, and for Sea Walls, 24 December 1847 - - -	24 June 1849, at which time the Railways were finished.	For two Breakwaters and Packet Pier, as originally intended - - 808,063	£. 1,393,000	£. 2,768 For permanent works, exclusive of salaries and miscellaneous disbursements.	£. For Railways and Sea Walls - - - - - - - 92,043 For Breakwater Works, formation of Beaching Ground, Engineers, Offices and Residences, Wooden Pier and extension - - - 1,122,569 Purchase of Land, Compensation to Tenants, Law and Land Valuer's Costs, Rent of Quarries, Engineering and Superintendence, Miscellaneous Payments, about - - - - - - 85,076 Total - - - £. 1,299,688	Foremen - - 3 Miners and quarrymen - - – Fillers - - 10 Labourers, &c. - 32 Masons and stone cutters - - 14 Carpenters - - – Sawyers - - – Smiths - - 1 Engine drivers, fitters, &c. - 10 Platelayers - 1 Breaksmen - 1 Weighers - - 1 Boatmen - - 4 Divers - - 4 Watchmen - 1 Boys - - 4 Locomotive engines - - 6 Waggons - - 181 Horses - - 2 Cranes - - 1 Steamboat - - 1 Steam cranes - 5 Stationary engines 3 Stone trucks - 20 Diving apparatus 4 Boats - - 4 Travelling frames 3 Travelling cranes 24
	2d Contract.—For Quarrying, conveying Stone, and depositing same in two Breakwaters; also, for the construction of a Packet Pier, 16 August 1848 - -	16 August 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead - 390,000				
	3d Contract.—For extension of North Breakwater, 2,000 feet, and building 2,500 feet of its superstructure, 1 January 1855 -	1 January 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed - 3,000				
	4th Contract.—For extension of North Breakwater, 500 feet, 23 April 1857 - -	1 January 1860.	For a further extension (500 feet) of Northern Breakwater - - - 102,000				
	5th Contract.—For altering and completing the 2,500 feet of North Breakwater under 3d Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30 November 1857 - - - - -	Midsummer 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4 June 1857 - 171,937				
	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16 June 1858 - - - - - - -	June 1859.	For temporary Wooden Pier 20,000 For Wooden Pier extension, &c. - - - 11,000				
	7th Contract.—For extension, in a westerly direction, of the Wooden Pier, 23 May 1860 - - - - - - -	31 July 1860.	For strengthening Wooden Pier, and for erecting a Shed Covering thereon - 10,000				
	8th Contract.—For strengthening the Wooden Pier, and for erecting a Shed Covering thereon, 23 October 1862 - - -	June 1863.	Total - - - £. 1,516,000				

General Remarks.

In the course of the past quarter 2,401 tons of stone have been deposited in the North Breakwater, and in the year ending this quarter 24,034 tons.

A length of 6,659 feet of the superstructure of the North Breakwater is now built to its full height, and a further length of 361 feet is built above the level of high-water spring tides. The Inner or Harbour Wall is built to receive the coping for a length of 5,333 feet.

The contractors have commenced setting Ashlar at the end of the superstructure for the Breakwater Head.

The number of vessels that have sought the shelter of the New Harbour during the past quarter is 684, and in the year ending this quarter 3,207.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

ENGINEER'S REPORT for the Quarter ended 31st December 1863.

HOLYHEAD HARBOUR OF REFUGE.

33, Great George-street, Westminster,
22 January 1864.

Sir,

I BEG to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ending 31st December 1863, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.,

(signed) *John Hawkshaw.*

The Secretary, Marine Department,
Board of Trade.

(No. 61.)

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 31 December 1863.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries, and for Sea Walls, 24 December 1847	24 June 1849, at which time the Railways were finished.	£. For two Breakwaters and Packet Pier, as originally intended 808,063	£. 1,393,000	£. 2,247 For permanent Works, exclusive of Salaries and Miscellaneous Disbursements.	£. For Railways and Sea Walls 92,043 For Breakwater Works, formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier and Extension 1,124,816 Purchase of Land; Compensation to Tenants; Law and Land Valuers' Costs; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about 85,882 Total £. 1,302,741	Foremen 3
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2nd Contract.—For quarrying, conveying Stone, and depositing same in two Breakwaters. Also for the construction of a Packet Pier, 16 August 1848	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead 390,000				Miners and quarrymen —
The formation of a Beaching Ground on the south shore of the Harbour suitable for careening.	3rd Contract.—For extension of North Breakwater 2,000 feet, and Building 2,500 feet of its Superstructure, 1 January 1855	1 Jan. 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed 3,000				Fillers 10
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater 500 feet, 23 April 1857	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater 102,000				Labourers, &c. 31
	5th Contract.—For altering and completing the 2,500 feet of North Breakwater, under 3rd Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30 November 1857	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's Report of 4 June 1857 171,937				Masons and stonecutters 8
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new Mail Packets, &c. The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16 June 1858	June 1859.	For temporary Wooden Pier 20,000				Carpenters 5
	7th Contract.—For extension in a westerly direction of the Wooden Pier, 23 May 1860	31 July 1860.	For Wooden Pier Extension, &c. 11,000				Sawyers —
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	8th Contract.—For strengthening the Wooden Pier, and for erecting a Shed Covering thereon, 23 October 1862	June 1863.	For strengthening Wooden Pier, and for erecting a Shed Covering thereon 10,000				Smiths 1
			Total £. 1,516,000				Engine drivers, fitters, &c. 8
							Platelayers 1
							Breaksmen 1
							Weighers 1
							Boatmen 4
							Divers 2
							Watchmen 1
							Boys 4
							Locomotive engines 6
							Waggons 181
							Horses 2
							Cranes 1
							Steamboat 1
							Steam cranes 3
							Stationery engines 3
							Stone trucks 10
							Diving apparatus 4
							Boats 4
							Travelling frames 3
							Travelling cranes 15

General Remarks.

In November and December this coast was visited with severe gales, which carried away portions of the contractors' temporary staging, and did some damage to the masonry at the end of the superstructure that was exposed to the violence of the storms in an unfinished state.

In the past quarter 1,146 tons of Stone have been deposited in the North Breakwater, and in the year ending this quarter 16,132 tons.

A length of 6,799 feet of the superstructure is now built to its full height, and a further length of 164 feet is built above the level of high water spring tides; the Inner or Harbour Wall is built to receive the coping for a length of 5,333 feet.

The number of Vessels that have sought the shelter of the New Harbour during the past quarter is 1,326, and in the year ending this quarter 3,657.

(signed) *John Hawkshaw*, Engineer.
Geo. C. Dobson, Resident Engineer.

Engineer's Report for the Quarter ended 31st March 1864.

Holyhead Harbour of Refuge.

33, Great George-street, Westminster,

Sir, 16 April 1864.

I beg to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 31st March last, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.,

(signed) *John Hawkshaw.*

The Secretary to the

Marine Department, Board of Trade.

(No. 62.)

STATEMENT of EXPENDITURE, and of WORKMEN, PLANT, &c., Employed during the Quarter ending 31 March 1864.

GENERAL DESCRIPTION OF WORK.	DATES OF CONTRACTS.	Dates at which the Work should be completed.	ORIGINAL ESTIMATED COST OF WORKS.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also for Railways to the Quarries and round the Harbour. The construction of a Landing Pier for Packets within the Harbour, as subsequently designed. The formation of a Beaching Ground on the south shore of the Harbour suitable for careening. The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water. The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed New Mail Packets, &c. The extension in a westerly direction of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour. The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon. For work in the Old Harbour for Postal Accommodation.	1st Contract.—For the construction of Railways to the Quarries, and for Sea Walls, 24 December 1847 - - - - -	24 June 1849, at which time the Railways were finished.	For two Breakwaters and Packet Pier, as originally intended - - - £. 808,063	£. 1,393,000	£. 3,595 For permanent Works, exclusive of Salaries and Miscellaneous Disbursements.	£. For Railways and Sea Walls - - - - - - 92,043 For Breakwater Works; formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier, and Extension; Work for Postal Accommodation - - - - - 1,128,412 Purchase of Land; Compensation to Tenants; Law and Land Valuers' Costs; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, &c., about - - - - - 86,432 TOTAL - - - £. 1,306,887	Foremen - - 2 Miners and quarrymen - - - Fillers - - - Labourers, &c. - 21 Masons and stonecutters - - 7 Carpenters - 2 Sawyers - - 4 Smiths - - 1 Engine drivers, fitters, &c. - 6 Platelayers - 1 Breaksmen - 1 Weighers - - 1 Boatmen - - 4 Divers - - 2 Watchmen - 1 Boys - - - 2 Locomotive engines 6 Waggons - - 181 Horses - - 2 Cranes - - 1 Steamboat - - 1 Steam cranes - 3 Stationary engines 3 Stone trucks - 10 Diving apparatus 4 Boats - - 1 Travelling frames 3 Travelling cranes 14
	2nd Contract.—For quarrying, conveying Stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier, 16 August 1848 - - -	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead - 390,000				
	3rd Contract.—For extension of North Breakwater, 2,000 feet, and building 2,500 feet of its Superstructure, 1 January 1855 - - - - - - - -	1 Jan. 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed - - 3,000				
	4th Contract.—For extension of North Breakwater 500 feet, 23 April 1857 - - -	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater - - - 102,000				
	5th Contract.—For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30 November 1857 - - - - - -	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's Report of 4 June 1857 - 171,937				
	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16 June 1858 -	June 1859.	For temporary Wooden Pier - - - - 20,000				
			For Wooden Pier Extension, &c. - - - 11,000				
	7th Contract.—For extension in a westerly direction of the Wooden Pier, 23 May 1860 - - - - - - - -	31 July 1860.	For strengthening Wooden Pier, &c. - - - 10,000				
	8th Contract.—For strengthening the Wooden Pier, 23 October 1862 - - - -	June 1863.	For Work in Old Harbour for Postal Accommodation - - - - 20,000				
	9th Contract.—For work in Old Harbour for postal accommodation, 27 January 1864 - - - - - - - -	1 July 1864.	TOTAL - - - £. 1,536,000				

GENERAL REMARKS.

During the past quarter 2,073 tons of Stone have been deposited in the North Breakwater, and in the year ending this quarter 11,896 tons.

A length of 6,800 feet of the superstructure is now built to its full height, and a further length of 220 feet is built above the level of high water spring tides; the Inner or Harbour Wall is built to receive the coping for a length of 5,333 feet.

The work for the Postal Accommodation in the Old Harbour has been commenced, and it is expected that considerable progress will be made in the course of the next quarter.

The number of Vessels that have sought the shelter of the New Harbour is 1,090, and in the year ending this quarter 3,628.

The accompanying plan shows the extent to which the works have been carried.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

Engineer's Report for the Quarter ended 30th June 1864.

Holyhead Harbour of Refuge.

33, Great George-street, Westminster,

Sir, 16 July 1864.

I beg to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 30 June last, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.

The Secretary, (signed) *John Hawkshaw.*

Marine Department, Board of Trade.

(No. 63.)

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 30 June 1864.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also for Railways to the Quarries and round the Harbour. The construction of a Landing Pier for Packets within the Harbour, as subsequently designed. The formation of a Beaching Ground on the south shore of the Harbour suitable for careening. The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water. The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed New Mail Packets &c. The extension in a westerly direction of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour. The strengthening of the Wooden Pier in the Old Harbour, and for erecting a Shed Covering thereon. The work in the Old Harbour for Postal Accommodation.	1st Contract.—For the construction of Railways to the Quarries and for Sea Walls, 24 December 1847 - - - -	24 June 1849, at which time the Railways were finished.	£. For two Breakwaters and Packet Pier, as originally intended - - - 808,063	£. 1,438,000	£. 2,799 For permanent Works, exclusive of Salaries and Miscellaneous Disbursements.	£. For Railways and Sea Walls - - - - - - 92,043 For Breakwater Works; formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier, and Extension Work for Postal Accommodation - - - - - - - 1,130,178 Purchase of Land; Compensation to Tenants; Law and Land Valuers' Costs; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about - - - - - 88,885 Total - - - £. 1,311,106	Foremen - - 2 Miners and quarrymen - - — Fillers - - 15 Labourers, &c. - 59 Masons and stonecutters - - 12 Carpenters - - 29 Sawyers - - — Smiths - - 4 Engine drivers, fitters, &c. - 11 Platelayers - 1 Breaksmen - 1 Weighers - - 1 Boatmen - - 4 Divers - - 2 Watchmen - - 1 Boys - - 3 Locomotive engines 6 Waggons - - 181 Horses - - 2 Cranes - - 1 Steamboat - - 1 Steam cranes - 3 Stationary engines 3 Stone trucks - 10 Diving apparatus 4 Boats - - 4 Travelling frames 3 Travelling cranes 15
	2nd Contract.—For quarrying, conveying Stone and depositing same in two Breakwaters; also, for the construction of a Packet Pier, 16 August 1848 - - -	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead - 390,000				
	3rd Contract.—For extension of North Breakwater 2,000 feet, and building 2,500 feet of its Superstructure, 1 January 1855	1 Jan. 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed - - 3,000				
	4th Contract.—For extension of North Breakwater 500 feet, 23 April 1857 - -	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater - - - 102,000				
	5th Contract.—For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30 November 1857 - - - - - -	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's Report of 4 June 1857 - 171,937 For temporary Wooden Pier 20,000				
	6th Contract.—For construction of Wooden Pier commencing near end of the North Pier of the Old Harbour, 16 June 1858 -	June 1859.	For Wooden Pier Extension, &c. - - - - - 11,000				
	7th Contract.—For extension in a westerly direction of the Wooden Pier, 23 May 1860 - - - - - - - -	31 July 1860.	For strengthening Wooden Pier, &c. - - - 10,000				
	8th Contract.—For strengthening the Wooden Pier, 23 October 1862 - - - -	June 1863.	For Work in Old Harbour, for Postal Accommodation - - - - 20,000				
	9th Contract.—For Work in Old Harbour for Postal Accommodation, 27 January 1864 - - - - - - - -	July 1864.	Total - - £. 1,536,000				

General Remarks.

In the course of the past quarter, 5,999 tons of Stone have been deposited in the North Breakwater, and in the year ending this quarter, 11,922 tons.

A length of 6,891 feet of the superstructure is now built to its full height, and a further length of 129 feet is built above the level of high water spring tides; the inner or Harbour Wall is built to receive the coping for a length of 5,700 feet.

The work for the Postal Accommodation in the Old Harbour is progressing as expeditiously as the exigency of the Steam Packet Service will permit.

The number of Vessels that have sought the shelter of the New Harbour is 3,762, and in the year ending this quarter, 695.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

Engineer's Report for the Quarter ended 30th September 1864.

Holyhead Harbour of Refuge.

33, Great George-street, Westminster,

Sir, 21 October 1864.

I beg to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 30 September last, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.

The Secretary, (signed) *John Hawkshaw.*

Marine Department, Board of Trade

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 30 September 1864.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also, for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries and for Sea Walls, 24 December 1847	24 June 1849, at which time the Railways were finished.	For two Breakwaters and Packet Piers, as originally intended £. 808,063	£. 1,438,000	£. 7,200 For permanent Works, exclusive of Salaries and Miscellaneous Disbursements.	For Railways and Sea Walls £. 92,043 For Breakwater Works; formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier, and Extension Work for Postal Accommodation 1,137,377 Purchase of Land, Compensation to Tenants; Law and Land Valuers' Costs; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about 89,710 Total £. 1,319,130	Foremen 2 Miners and quarrymen 15 Fillers – Labourers, &c. 45 Masons and stonecutters 16 Carpenters 22 Sawyers 2 Smiths 4 Engine drivers, fitters, &c. 10 Platelayers 1 Breaksmen 1 Weighers 1 Boatmen 4 Divers 2 Watchmen 1 Boys 5 Locomotive engines 6 Waggons 181 Horses 2 Cranes 1 Steamboat 1 Steam cranes 2 Stationary engines 3 Stone trucks 10 Diving apparatus 4 Boats 4 Travelling frames 3 Travelling cranes 15
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2nd Contract.—For quarrying, conveying Stone, and depositing same in two Breakwaters, also for the construction of a Packet Pier, 16 August 1848	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead 390,000				
The formation of a Beaching Ground on the South Shore of the Harbour suitable for careening.	3rd Contract.—For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure, 1 January 1855	1 Jan. 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed 3,000				
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater, 500 feet 23 April 1857	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater 102,000				
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed New Mail Packets, &c.	5th Contract.—For altering and completing the 2,500 feet of North Breakwater, under 3rd Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30 November 1857.	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4 June 1857 171,937				
The extension in a westerly direction of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16 June 1858	June 1859.	For temporary Wooden Pier 20,000				
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a Shed Covering thereon.	7th Contract.—For extension in a westerly direction of the Wooden Pier, 23 May 1860	31 July 1860.	For Wooden Pier Extension, &c. 11,000				
The Works in Old Harbour for Postal Accommodation.	8th Contract.—For strengthening the Wooden Pier, 23 October 1862	June 1863.	For strengthening Wooden Pier, &c. 10,000				
	9th Contract.—For Work in Old Harbour for Postal Accommodation, 27 January 1864	1 July 1864.	For Work in Old Harbour for Postal Accommodation 20,000				
			Total £. 1,536,000				

General Remarks.

In the course of the past quarter, 7,447 tons of Stone have been deposited in the North Breakwater, and in the year ending this quarter 15,782 tons.

A length of 6,891 feet of the superstructure is now built to its full height, and a further length of 139 feet is built above the level of high water spring tides; the Inner or Harbour Wall is built to receive the coping for a length of 6,000.

The works for the Postal Accommodation in the Old Harbour will be available for the Steam Packet Service in the course of the ensuing quarter.

The number of Vessels that have sought the shelter of the New Harbour during the past quarter is 765, and in the year ending this quarter, 3,843.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

ENGINEER'S REPORT for the Quarter ended 31st December 1864.

HOLYHEAD HARBOUR OF REFUGE.

33, Great George-street, Westminster,
30 January 1865.

Sir,

I BEG to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 31st December 1864, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.
(signed) *John Hawkshaw.*

The Secretary to the Marine Department,
Board of Trade.

(No. 65.)

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 31 December 1864.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries, and for Sea Walls, 24th December 1847	24 June 1849, at which time the Railways were finished.	£. For two Breakwaters and Packet Pier, as originally intended 808,063	£. 1,438,000	£. 6,345 For permanent Works, exclusive of Salaries and Miscellaneous Disbursements.	£. 92,043 For Railways and Sea Walls 1,143,723 For Breakwater Works; formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier and Extension; Work for Postal Accommodation 90,273 Purchase of Land; Compensation to Tenants; Law and Land Valuers' Costs; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about Total £. 1,326,039	Foremen 2 Miners and quarrymen – Fillers 10 Labourers, &c. 31 Masons and stonecutters 18 Carpenters 33 Sawyers – Smiths 4 Engine drivers, fitters, &c. 8 Platelayers 1 Breaksmen 1 Weighers 1 Boatmen 4 Divers 2 Watchmen 1 Boys 8 Locomotive engines 6 Waggons 181 Horses 2 Cranes 1 Steam-boat 1 Steam cranes 2 Stationery engines 3 Stone trucks 10 Diving apparatus 4 Boats 4 Travelling frames 3 Travelling cranes 15
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2nd Contract.—For quarrying, conveying Stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier, 16th August 1848	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead 390,000				
The formation of a Beaching Ground on the south shore of the Harbour, suitable for careening.	3rd Contract.—For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure, 1st January 1855	1 Jan. 1859.	Increased Cost of Packet Pier, proposed in February 1856, over the one originally designed 3,000				
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater 500 feet, 23rd April 1857	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater 102,000				
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new Mail Packets, &c.	5th Contract.—For altering and completing the 2,500 feet of North Breakwater, under 3rd Contract, and in building a further portion of 4,624 feet; making together an aggregate length of 7,124 lineal feet, 30th November 1857	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4th June 1857 171,937 For temporary Wooden Pier 20,000				
The extension in a westerly direction of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16th June 1858	June 1859.	For Wooden Pier extension, &c. 11,000				
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	7th Contract.—For extension in a westerly direction of the Wooden Pier, 23rd May 1860	31 July 1860.	For strengthening Wooden Pier, &c. 10,000				
The work in Old Harbour for Postal Accommodation.	8th Contract.—For strengthening the Wooden Pier, 23rd October 1862	June 1863.	For work in Old Harbour, for Postal Accommodation 20,000				
	9th Contract.—For work in Old Harbour for Postal Accommodation, 27th January 1864	1 July 1864.	Total £. 1,536,000				

General Remarks.

During the past quarter, 8,706 tons of Stone have been deposited in the North Breakwater, and 21,320 tons in the year ending 31st December 1864.

A length of 6,907 feet of the superstructure is now built to its full height, and a further length of 143 feet is built above the level of high-water spring tides; the Inner or Harbour Wall is built to receive the coping, for a length of 6,290 feet.

The works for the Postal Accommodation are progressing as rapidly as the nature of the work will permit; the deepening, by dredging, of the steam packet berth has also been commenced.

The number of Vessels that have sought the shelter of the New Harbour during the past quarter is 1,003, and in the year ending 31st December 1864, 3,428.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer

Engineer's Report for the Quarter ended 31st March 1865.

Holyhead Harbour of Refuge.

33, Great George-street, Westminster,
26 April 1865.

Sir,

I beg to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the Quarter ended 31st March 1865, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.

(signed) *John Hawkshaw.*

The Secretary of the Marine Department,
Board of Trade.

(No. 66.)

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 31st March 1865.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
			£.	£.	£.	£.	
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries and for Sea Walls, 24th December 1847	24 June 1849, at which time the Railways were finished.	For two Breakwaters and Packet Pier, as originally intended 808,063	1,438,000	3,321 For permanent Works, exclusive of Salaries and Miscellaneous Disbursements.	For Railways and Sea Walls £. 92,043 For Breakwater Works; formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier and Extension; Work for Postal Accommodation 1,147,043 Purchase of Land; Compensation to Tenants; Law and Land Valuers' Cost; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about 90,822 Total £. 1,329,908	Foremen 2 Miners and quarrymen — Fillers 10 Labourers, &c. 25 Masons and stonecutters 17 Carpenters 29 Sawyers — Smiths 4 Engine drivers, fitters, &c. 6 Platelayers 1 Breaksmen 1 Weighers 1 Boatmen 4 Divers 2 Watchmen 1 Boys 6 Locomotive engines 6 Waggons 181 Horses 2 Cranes 1 Steamboat 1 Steam cranes 2 Stationary engines 3 Stone trucks 10 Diving apparatus 4 Boats 4 Travelling frames 3 Travelling cranes 11
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2nd Contract.—For quarrying, conveying Stone, and depositing same in two breakwaters; also for the construction of a Packet Pier, 16th August 1848	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead 390,000				
The formation of a Beaching Ground on the south shore of the Harbour suitable for careening.	3rd Contract.—For extension of North Breakwater, 2,000 feet, and building 2,500 feet of its superstructure, 1st January 1855	1 Jan. 1859.	Increased cost of Packet Pier proposed in February 1856, over the one originally designed 3,000				
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbours, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater, 500 feet, 23rd April 1857	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater 102,000				
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new Mail Packets, &c.	5th Contract.—For altering and completing the 2,500 feet of North Breakwater under 3rd contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30th November 1857	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4th June 1857 171,937				
			For temporary Wooden Pier 20,000				
The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16th June 1858	June 1859.	For Wooden Pier extension, &c. 11,000				
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	7th Contract.—For extension, in a westerly direction, of the Wooden Pier, 23rd May 1860	31 July 1860.	For strengthening Wooden Pier, &c. 10,000				
The work in Old Harbour for Postal Accommodation.	8th Contract.—For strengthening the Wooden Pier, 23rd Oct. 1862	June 1863.	For work in Old Harbour for Postal Accommodation 20,000				
	9th Contract.—For work in Old Harbour for Postal Accommodation, 27th January 1864	1 July 1864.	Total £. 1,536,000				

General Remarks.

In the course of the past quarter 2,907 tons of Stone have been deposited in the North Breakwater, and 21,949 tons in the year ending 31st March 1865.

A length of 7,000 feet of the superstructure is now built to its full height, and a further length of 50 feet is built above the level of high-water spring tides; the Inner or Harbour Wall is built to receive the coping for a length of 6,418 feet.

The works for the Postal Accommodation in the Old Harbour are now available for the packet service, but the final completion depends upon tide work.

The number of Vessels that have sought the shelter of the New Harbour during the past quarter is 973, and in the year ending 31st March 1865, 3,411.

The accompanying plan shows the extent to which the works have been carried.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

Engineer's Report for the Quarter ended 30th June 1865.

Holyhead Harbour of Refuge.

33, Great George-street, Westminster,
24 October 1865.

Sir,

I beg to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 30th June 1865, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.
(signed) *John Hawkshaw.*

The Secretary of the Marine Department,
Board of Trade.

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 30th June 1865.

General Description of Work.	Dates of Contracts.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
			£.	£.	£.	£.	
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the Design of 1845, for a Refuge Harbour and Packet Station; also for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries, and for Sea Walls, 24th December 1847 - - - -	24 June 1849, at which time the Railways were finished.	For two Breakwaters and Packet Pier, as originally intended - - 808,063	1,472,845	4,409 For permanent Works, exclusive of Salaries and Miscellaneous Disbursements.	For Railways and Sea Walls - - - - - - - £. 92,043 For Breakwater Works; Formation of Beaching Ground; Engineers Offices and Residences; Wooden Pier and Extension; Work for Postal Accommodation - - - - - - 1,151,453 Purchase of Land; Compensation to Tenants; Law and Land Valuers' Costs; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about - - - - 93,272 Total - - - £. 1,336,768	Foremen - - 2 Miners and quarrymen - - – Fillers - - 10 Labourers, &c. - 34 Masons and stonecutters - - 27 Carpenters - - 19 Sawyers - - – Smiths - - 4 Engine drivers, fitters, &c. - 6 Platelayers - 1 Breaksmen - - 1 Weighers - - 1 Boatmen - - 4 Divers - - 6 Watchmen - - 1 Boys - - - 4 Locomotive engines - - 6 Waggons - - 177 Horses - - 2 Cranes - - 1 Steamboat - 1 Steam cranes - 3 Stationary engines 3 Stone trucks - 10 Diving apparatus 5 Boats - - 4 Travelling frames 3 Travelling cranes 11
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2nd Contract.—For quarrying, conveying Stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier, 16th August 1848 - -	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead - 390,000				
The formation of a Beaching Ground on the south shore of the Harbour, suitable for careening.	3rd Contract.—For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure, 1st January 1855 -	1 Jan. 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed 3,000				
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater, by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater 500 feet, 23rd April 1857 - -	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater - - 102,000				
	5th Contract.—For altering and completing the 2,500 feet of North Breakwater, under 3rd Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30th November 1857 - - - - -	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4th June 1857 - 171,937				
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour for the temporary accommodation of the proposed New Mail Packets, &c. The extension in a westerly direction of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.			For temporary Wooden Pier - - - - 20,000				
	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16th June 1858 -	June 1859.	For temporary Wooden Pier, extension, &c. - 11,000				
	7th Contract.—For extension, in a westerly direction, of the Wooden Pier, 23rd May 1860 - - - - - - - -	31 July 1860.	For strengthening Wooden Piers, &c. - - - 10,000				
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	8th Contract.—For strengthening the Wooden Pier, 23rd October 1862 - - - -	June 1863.	For work in Old Harbours for Postal Accommodation - - - - 20,000				
The work in Old Harbour for Postal Accommodation.	9th Contract.—For work in Old Harbour for Postal Accommodation, 27th January 1864	1 July 1864.	Total - - - 1,536,000				

GENERAL REMARKS.

During the past quarter 3,055 tons of Stone have been deposited in the North Breakwater, and 19,226 tons in the year ending 30th June 1865.

A length of 7,015 feet of the superstructure is now built to its full height, and a further length of 44 feet is built above the level of high-water spring tides; the Inner or Harbour Wall is built to receive the coping for a length of 6,670 feet.

The number of Vessels that have sought the shelter of the New Harbour during the past quarter is 597, and in the year ending 30th June 1865, 3,313.

James Hawkshaw, Engineer,
Geo. C. Dobson, Resident Engineer.

ENGINEER'S REPORT for the Quarter ended 30th September 1865.

HOLYHEAD HARBOUR OF REFUGE.

33, Great George-street, Westminster,
17 November 1865.

Sir,

I BEG to forward, herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 30th September 1865, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.
(signed) *John Hawkshaw.*

The Secretary of the Marine Department,
Board of Trade.

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 30th September 1865.

General Description of Work.	Dates of Contracts.	Date at which the Work should be completed.	Original Estimated Cost of Works.		Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. daily Employed.
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the Design of 1845, for a Refuge Harbour and Packet Station; also for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries, and for Sea Walls, 24th December 1847	24 June 1849, at which time the Railways were finished.	For two Breakwaters and Packet Pier, as originally intended	£. 808,063	£. 1,472,845	£. 5,544 For permanent Works, exclusive of Salaries and Miscellaneous Disbursements.	£. 92,043 For Railways and Sea Walls	Foremen 3
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2nd Contract.—For quarrying, conveying Stone, and depositing same in two Breakwaters: also for the construction of a Packet Pier, 16th August 1848	16 Aug. 1855.	For extension of Northern Breakwater to shelter Holyhead Roadstead	390,000			1,157,100 For Breakwater Works; formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier and Extension; Work for Postal Accommodation	Miners and quarrymen –
The formation of a Beaching Ground on the south shore of the Harbour suitable for careening.	3rd Contract.—For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure, 1st January 1855	1 Jan. 1859.	Increased Cost of Packet Pier proposed in February 1856, over the one originally designed	3,000			93,941 Purchase of Land; Compensation to Tenants; Law and Land Valuers' Costs; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about	Fillers 10
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water; the lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater 500 feet, 23rd April 1857	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater	102,000			Total £. 1,343,084	Labourers, &c. 42
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour for the temporary accommodation of the proposed New Mail Packets, &c.	5th Contract.—For altering and completing the 2,500 feet of North Breakwater under 3rd Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30th November 1857	Midsummer 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4th June 1857	171,937				Masons and stonecutters 27
			For temporary Wooden Pier	20,000				Carpenters 19
The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16th June 1858	June 1859.	For Wooden Pier Extension, &c.	11,000				Sawyers –
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	7th Contract.—For extension, in a westerly direction, of the Wooden Pier, 23rd May 1860	31 July 1860.	For strengthening Wooden Pier, &c.	10,000				Smiths 4
The work in Old Harbour for Postal Accommodation.	8th Contract.—For strengthening the Wooden Pier, 23rd October 1862	June 1863.	For work in Old Harbour for Postal Accommodation	20,000				Engine drivers, fitters, &c 6
	9th Contract.—For work in Old Harbour for Postal Accommodation, 27th January 1864	1 July 1864.	Total	1,536,000				Platelayers 1
								Breaksmen 1
								Weighers 1
								Boatmen 4
								Divers 7
								Watchmen 1
								Boys 4
								Locomotive engines 6
								Waggons 177
								Horses 1
								Cranes 1
								Steamboat 1
								Steam cranes 1
								Stationary engines 3
								Stone trucks 10
								Diving apparatus 5
								Boats 4
								Travelling frames 3
								Travelling cranes 11

GENERAL REMARKS.

During the past quarter 2,345 tons of Stone have been deposited in the North Breakwater, and 5,400 tons in the year ending 30th September 1865.

A length of 7,030 feet of the superstructure is now built to its full height and a further length of 7,108 feet is built above the level of high-water spring tides; the Inner or Harbour Wall is built to receive the coping for a length of 6,659 feet.

The number of Vessels that have sought the shelter of the Old Harbour during the past quarter is 699, and in the year ending 30th September 1865, 3,272.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

ENGINEER'S REPORT for the Quarter ended 31st December 1865.

HOLYHEAD HARBOUR OF REFUGE.

33, Great George-street, Westminster,
6 March 1866.

Sir,

I BEG to forward herewith, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 31st December 1865, showing the progress of the Works under my charge at Holyhead.

A copy has also been transmitted to the Lords of the Treasury.

I am, &c.
(signed) *John Hawkshaw.*

The Secretary of the Marine Department,
Board of Trade.

(No. 69.)

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 31st December 1865.

General Description of Work.	Dates of Contract.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	Amount authorised for Works generally, and for Purchase of Land, &c.	Amount Expended during Quarter.	Amount Expended from Commencement, including the present Quarter.	Average Number of Workmen, Plant, &c. Daily Employed.
			£.	£.	£.	£.	
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station, also for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries and for Sea Walls, 24th December 1847	24 June 1849, at which time the Railways were finished	For two Breakwaters and Packet Pier, as originally intended 808,063	1,472,845	5,199 For permanent works, exclusive of salaries and miscellaneous disbursements.	For Railways and Sea-walls £. 92,043 For Breakwater Works; formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier and Extension; work for Postal Accommodation 1,162,300 Purchase of Land; Compensation to Tenants; Law and Land Valuers' Costs; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about 94,504 Total £. 1,348,847	Foremen 2 Miners and quarrymen – Fillers 5 Labourers, &c. 30 Masons and stone cutters 28 Carpenters 12 Sawyers – Smiths 2 Engine drivers, fitters, &c. 6 Platelayers 1 Breaksmen 1 Weighers 1 Boatmen 4 Divers 6 Watchmen 1 Boys 3 Locomotive engines 5 Waggons 60 Horses 1 Cranes 1 Steamboat 1 Steam cranes 1 Stationary engines 3 Stone trucks 10 Diving apparatus 5 Boats 4 Travelling frames 3 Travelling cranes 10
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2nd Contract.—For quarrying, conveying stone, and depositing same in two Breakwaters. Also for the construction of a Packet Pier, 16th August 1848	16 Aug. 1855.	For extension of Northern Breakwater, to shelter Holyhead Roadstead 390,000				
The formation of a Beaching Ground on the south shore of the Harbour, suitable for careening.	3rd Contract.—For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure, 1st January 1855	1 Jan. 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed 3,000				
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater 500 feet, 23rd April 1857	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater 102,000				
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new Mail Packets, &c.	5th Contract.—For altering and completing the 2,500 feet of North Breakwater under 3rd contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30th November 1857	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4th June 1857 171,937 For temporary Wooden Pier 20,000				
The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16th June 1858	June 1859.	For Wooden Pier Extension, &c. 11,000				
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	7th Contract.—For extension, in a westerly direction, of the Wooden Pier, 23rd May 1860	31 July 1860.	For strengthening Wooden Pier, &c. 10,000				
The work in Old Harbour for Postal Accommodation.	8th Contract.—For strengthening Wooden Pier, 23rd October 1862	June 1863.	For work in Old Harbour for Postal Accommodation 20,000				
	9th Contract.—For work in Old Harbour for Postal Accommodation, 27th January 1864	1 July 1864.	Total £. 1,536,000				

General Remarks.

In the course of the past quarter 1,058 tons of stone have been deposited in the North Breakwater, and 9,365 tons in the year ending 31st December 1865.

A length of 7,037 feet of the superstructure is now built to its full height, and a further length of 7,124 feet is built above the level of high-water spring tides. The inner or harbour wall is built to receive the coping for a length of 6,659 feet.

15,000 cubic feet of masonry have now been set below low water in the North Breakwater Head.

The number of vessels that have sought the shelter of the new harbour during the past quarter is 1,249, and in the year ending 31st December 1865, 3,518.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer.

Engineer's Report for the Quarter ended 31st March 1866.

Holyhead Harbour of Refuge.

33, Great George-street, Westminster,
17 May 1866.

Sir,

I beg to forward, for the information of the Lords Commissioners of Privy Council for Trade, a copy of the Return for the quarter ended 31st March last, showing the progress of the Works under my charge at Holyhead.

With a Plan, *see* Riders attached, at end.

A copy has also been transmitted to the Lords of the Treasury.

Yours, &c.

(signed) *John Hawkshaw.*

The Secretary of the Marine Department,
Board of Trade.

(No. 70.)

STATEMENT of Expenditure, and of Workmen, Plant, &c., Employed during the Quarter ending 31st March 1866.

General Description of Work.	Dates of Contract.	Dates at which the Work should be completed.	Original Estimated Cost of Works.	£.	Amount authorised for Works generally, and for Purchase of Land, &c. £.	Amount Expended during Quarter. £.	Amount Expended from Commencement, including the present Quarter.	£.	Average Number of Workmen, Plant, &c. Daily Employed.	
The construction of two Breakwaters for the inclosure and shelter of 260 acres of deep water in the West Bay of Holyhead, according to the design of 1845, for a Refuge Harbour and Packet Station; also for Railways to the Quarries and round the Harbour.	1st Contract.—For the construction of Railways to the Quarries, and for Sea-walls, 24th December 1847 - - - -	24 June 1849, at which time the Railways were finished.	For two Breakwaters and Packet Pier, as originally intended - -	808,063	1,472,845	1,925 For permanent works, exclusive of salaries and miscellaneous disbursements.	For Railways and Sea-walls - - - - - - - - - -	92,043	Foremen - -	2
The construction of a Landing Pier for Packets within the Harbour, as subsequently designed.	2d Contract.—For quarrying, conveying stone, and depositing same in two Breakwaters; also for the construction of a Packet Pier, 16th August 1848 - - - -	16 Aug. 1855.	For extension of Northern Breakwater, to shelter Holyhead Roadstead -	390,000			For Breakwater Works; formation of Beaching Ground; Engineers' Offices and Residences; Wooden Pier and Extension; work for Postal Accommodation -	1,164,225	Miners and quarrymen - -	–
The formation of a Beaching Ground on the south shore of the Harbour, suitable for careening.	3d Contract.—For extension of North Breakwater 2,000 feet, and building 2,500 feet of its superstructure, 1st January 1855 -	1 Jan. 1859.	Increased cost of Packet Pier, proposed in February 1856, over the one originally designed -	3,000			Purchase of Land; Compensation to Tenants; Law and Land Valuers' Cost; Rent of Quarries; Engineering and Superintendence; Miscellaneous Payments, about	95,063	Fillers - -	5
The lengthening of the North Breakwater, as designed in 1845, by 2,000 feet, for sheltering that portion of the Bay lying between the New and Old Harbour, and making it a safe and commodious Roadstead of upwards of 370 acres of deep water. The lengthening of the North Breakwater by an additional 500 feet, which will increase the Roadstead to 400 acres of deep water.	4th Contract.—For extension of North Breakwater 500 feet, 23rd April 1857 - -	1 Jan. 1860.	For a further extension (500 feet) of Northern Breakwater - -	102,000			Total - - -	£.1,351,331	Labourers, &c. -	42
	5th Contract.—For altering and completing the 2,500 feet of North Breakwater, under 3d Contract, and in building a further portion of 4,624 feet, making together an aggregate length of 7,124 lineal feet, 30th November 1857 - - - - - -	Midsummer, 1862.	Add, for reasons specified in Mr. Hawkshaw's report of 4th June 1857 -	171,937					Masons and stone cutters - -	19
The construction of a Wooden Pier, commencing near the end of the North Pier of the Old Harbour, for the temporary accommodation of the proposed new Mail Packets, &c.			For temporary Wooden Pier - - - -	20,000					Carpenters -	6
	6th Contract.—For construction of Wooden Pier, commencing near end of the North Pier of the Old Harbour, 16th June 1858 -	June 1859.	For Wooden Pier Extension, &c. - - -	11,000					Sawyers - -	–
The extension, in a westerly direction, of the Wooden Pier, and for raising and altering of a portion of the North Pier in the Old Harbour.	7th Contract.—For extension, in a westerly direction, of the Wooden Pier, 23rd May 1860 - - - - - - -	31 July 1860.	For strengthening Wooden Pier, &c. - - -	10,000					Smiths - -	4
The strengthening of the Wooden Pier in the Old Harbour, and for erecting a shed covering thereon.	8th Contract.—For strengthening Wooden Pier, 23rd October 1862 - - - -	June 1863.	For work in Old Harbour for Postal Accommodation - - - -	20,000					Engine drivers, fitters, &c. -	6
The work in Old Harbour for Postal Accommodation.	9th Contract.—For work in Old Harbour for Postal Accommodation, 27th January 1864	1 July 1864.	Total - -	£.1,536,000					Platelayers -	1
									Breaksman -	1
									Weighers - -	1
									Boatmen - -	4
									Drivers - -	4
									Watchmen - -	1
									Boys - - -	3
									Locomotive engines - -	6
									Waggons - -	80
									Horses - -	1
									Cranes - -	1
									Steam-boat -	1
									Steam-cranes -	1
									Stationary engines	3
									Stone trucks -	10
									Diving apparatus	5
									Boats - -	4
									Travelling frames	3
									Travelling cranes	10

GENERAL REMARKS.

In the North Breakwater, 4,651 tons of stone have been deposited during the past quarter, and 11,422 tons during the year ending 31st March 1866.

A length of 7,037 feet of the superstructure is now built to its full height, and a further length of 7,124 feet is built above the level of high-water spring tides. The inner or harbour wall is built ready to receive the coping for a length of 6,659 feet.

29,217 cubic feet of masonry have now been set below low water in the North Breakwater Head.

The number of vessels that have sought the shelter of the New Harbour during the past quarter is 1,288, and in the year ending 31st March 1866, 3,836.

The accompanying plan shows the extent to which the works have been carried.

John Hawkshaw, Engineer.
Geo. C. Dobson, Resident Engineer

PLAN

OF

HOLYHEAD NEW HARBOUR

AS IN COURSE OF EXECUTION IN MARCH 1863.

The Riders show the state of the Works in March 1866.

JOHN HAWKSHAW, F.R.S. Engineer.

NOTE.—*Soundings in Feet at Low Water Spring Tides.*

GREAT NORTH BREAKWATER

SOLDIERS

NEW HARBOUR

AREA 267 ACRES

Contractors Office

Harbour Offices

Beaching Ground

QUARRY RAILWAY

Boundary Wall

CHESTER AND HOLYHEAD

Church

Hotel

TOWN

OF

HOLYHEAD

Reference.

The Brown Colour	*Shews*	*the Extent to which the Stone Deposits have been carried 31st March 1861.*
„ Dark Red „	*„*	*the New Wooden Pier. Also length of Superstructure Complete to level of Parapet, and to Level of Harbour Wall Coping.*
„ Red „	*„*	*Further Length of Superstructure built above High Water.*
„ Light Red „	*„*	*Extent to which Foundations of Superstructure are placed.*
„ Purple „	*„*	*Admiralty Property.*

Scale 400 Feet.- Inch.

500 400 300 200 100 0 500 1000 1500 2000 2500 3000 feet.

HOLYHEAD HARBOUR

RETURN

Bearing on West side of Skerries Islands

Sheltered AREA 4 00 Deep Waters ACRES

Stag Rock

Inner Platters

SALT ISLAND

Dock Yard

PIER

Lighthouse

Platters Buoy

Deadmans Buoy

Buoy

East Deadmans Buoy

Buoy

Skinners Buoy

Buoy

Buoy

Dry Dock

Roads

COPY of the Quarterly Reports of
Engineer in Charge of the Harbour of Ref
Works at *Holyhead*, since 1st day of Janu
1863, when the Harbour was transferred fr
the Admiralty to the Board of Trade.

(*Sir Stafford Northcote.*)

Ordered, by The House of Commons, *to be Printe*
7 *August* 1866.

[*Price* 1 *s.* 4 *d.*]

LYME REGIS.

RETURN to Two Orders of the Honourable The House of Commons, dated 14 and 19 June 1866;—*for*,

(ORDER, 14 June 1866.)

COPIES "of all CORRESPONDENCE which has taken place between the Board of Trade and the Corporation of *Lyme Regis* since 1864 up to the present time:"

"And, of a PETITION from the Inhabitants of *Lyme Regis*, presented to the Board of Trade in 1865."

(ORDER, 19 June 1866.)

"COPY of all CORRESPONDENCE between the Public Works Loan Board and the Corporation of *Lyme Regis*, from 1864 to the present time."

Board of Trade, 7 July 1866.

T. H. FARRER.

(*Mr. Treeby.*)

Ordered, by The House of Commons, *to be Printed*, 30 *July* 1866.

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I.—Correspondence between the Board of Trade and the Corporation of Lyme Regis, relative to a Petition from the Inhabitants of that Town on the subject of the Cobb - - - - - - - - - - - 3

II.—Correspondence between the Board of Trade and the Corporation of Lyme Regis, relative to a Loan - - - - - - - - - - - 7

III.—Correspondence between the Public Works Loan Board and the Corporation of Lyme Regis, from 1864 to 19 June 1866 - - - - 21

COPIES of all CORRESPONDENCE which has taken place between the Board of Trade and the Corporation of *Lyme Regis* since 1864 up to the present time; and, of a PETITION from the Inhabitants of *Lyme Regis*, presented to the Board of Trade in 1865.

— I. —

CORRESPONDENCE between the Board of Trade and the Corporation of *Lyme Regis*, relative to a PETITION from the Inhabitants of that Town on the subject of the COBB.

— No. 1. —

(H.—3563.)

Mr. *R. C. Walker* to the Secretary, Board of Trade.

Sir, Lyme Regis, 4 April 1865.

I RESPECTFULLY request that you will be pleased to lay the enclosed Petition from the merchants, shipowners, and inhabitants of Lyme before the Board of Trade, and urge the necessity of an immediate inquiry into the general expenditure of the Cobb funds.

The harbour dues average 1,000 *l.* per annum. No security is given for the collection of the dues, neither is there any proper check on the amount collected.

Year after year the income is squandered away by the Corporation in frivolous jobs, instead of expending it in improving the harbour for the protection of shipping and the benefit of the trade of the port.

Last year a sum of 1,300 *l.* was expended in building a breakwater at the end of the outer wall of the Cobb, with loose blocks of stone, designed by one of the members of the Corporation, which was destroyed by the first heavy gale.

This year the sum of 1,500 *l.* is to be expended on works that will not offer the slightest extra accommodation to vessels, or add to the efficiency of the Cobb.

I beg to enclose a tracing of the Cobb.

I have, &c.

T. H. Farrer, Esq., Secretary, Board of Trade.

(signed) *R. C. Walker.*

Enclosure in No. 1.

To the Right Honourable the Lords Commissioners of the Privy Council for Trade.

The Humble Petition of the Merchants, Shipowners, and Inhabitants of Lyme Regis, in the County of Dorset,

Sheweth,

THAT your Petitioners consider it their duty to bring under your Lordships' notice, the unsafe and inefficient protection afforded by Lyme Cobb in its present condition.

That your Petitioners have a just cause of complaint against the Corporation of the Borough, for the manner in which the Cobb funds have for years past been applied.

That a great loss is annually entailed upon the stone merchants by masters of vessels declining to enter the Cobb during the winter months, in consequence of the danger incurred in riding out a gale at the Cobb moorings.

That your Petitioners earnestly pray that a strict inquiry be at once made into the receipts and expenditure of the Cobb funds, with a view of affording proper protection and accommodation to vessels trading to the port of Lyme.

And your Petitioners, as in duty bound, will ever pray.

(signed) *Thomas Harvey*, Stone merchant.

G. N. Shore,
Proprietor of Blue Lias Hydraulic Lime Store.

William Salter,
Proprietor of Property at Lyme Regis.

(And 97 other signatures.)

— No. 2. —

(H.—3563.)

The Secretary, Board of Trade, to the Town Clerk, *Lyme Regis*.

Sir, Board of Trade, Whitehall, 15 April 1865.

I am directed by the Board of Trade to forward to you herewith a copy of a Memorial from certain merchants, shipowners, and other inhabitants of Lyme Regis, complaining of the unsafe and inefficient protection afforded by the Cobb in that harbour, and also with reference to the manner in which the Cobb funds have been applied, and I am to request that you will lay the complaints before the Corporation, and furnish my Lords with any remarks which they may think it right to make thereon.

I am, &c.

The Town Clerk, Lyme Regis. (signed) *T. H. Farrer.*

— No. 3. —

(H.—3740.)

The Town Clerk, *Lyme Regis*, to the Secretary, Board of Trade.

Borough of Lyme Regis.

Sir, Lyme, 26 April 1865.

I am directed by the Town Council of this borough, in reply to your letter addressed to me, with copy Memorial from the shipowners and merchants and other inhabitants of this borough, complaining of the unsafe and inefficient protection afforded by the Cobb, and also respecting the misapplication of the Cobb funds, to state that the same has been laid before them, and that the same shall receive their immediate attention.

I am, &c.

T. H. Farrer, Esq. &c. &c. &c. (signed) *George Hingeston*,
Town Clerk.

— No. 4. —

(H.—3781.)

The Town Clerk, *Lyme Regis*, to the Secretary, Board of Trade.

Sir, Lyme Regis, 2 May 1865.

I have the honour to inform you that I have laid your letter and copy of Memorial to the Lords Commissioners of the Privy Council for Trade before the Town Council of this borough, and am instructed by them to state, for the information of the said Lords Commissioners, as follows:

1st. The Corporation are the trustees of the harbour, by virtue of a local Act of Parliament passed in the 1st and 2d years of King George the Fourth, by which they are empowered to levy dues to a limited extent upon ships and merchandize, and are required to lay out such dues in repairing and maintaining

maintaining the said Cobb or pier, sea walls, sea works and other things thereto appertaining.

2d. That although the said Act enables the Corporation to do all Acts by virtue thereof at any weekly court of hustings without notice of the objects of the meeting being first given, yet the Council have invariably declined to sanction any improvements, or come to any resolutions for the performance of works involving expense, without first causing a meeting of the council to be summoned to consider the propriety of taking any such step, in accordance with the provisions of the Municipal Corporation Act.

3d. That tenders and estimates have been uniformly invited for the performance of works and contracts duly entered into with the parties employed to execute them, and bonds with sureties taken for the due performance thereof, where the work has been deemed of sufficient importance to make such a proceeding necessary or desirable.

4th. That the provisions of the Act of Parliament requiring notice to be given to the Board of Admiralty before commencing certain works have been duly complied with.

5th. That with reference to the paragraph of the Memorial complaining of the state of the Cobb moorings, the said moorings are sufficient in quantity and quality to answer the requirements of the trade of the port, and none of the moorings have ever been broken.

6th. That the water in the harbour is now as deep or deeper than it has been for many years, and in consequence of the extensions and improvements that the Corporation have been enabled from time to time to effect, the harbour is now larger and much safer than it ever was before; and if it be still, as the Memorialists allege, "unsafe and inefficient," it is from no fault or default of the Corporation, who have expended the funds under their control in accordance with their Act of Parliament.

7th. That at the general quarter sessions of the peace for the county of Dorset, annually held in October, the books containing the receipts and expenditure in respect of the harbour for the past year are annually produced to the justices at such sessions, together with the vouchers for the disbursements; and the justices then and there settle and balance the accounts from the said books, and sign the same. At these sessions it is competent for any person feeling himself aggrieved, upon giving the usual notice of appeal, to attend before the justices and object to the accounts, but in no instance has this ever been done.

8th. That to insure the fullest publicity to the proceedings and accounts of the Corporation, an abstract of the accounts so passed at the sessions is annually prepared, printed, and circulated in the town, although there is no provision in the Act requiring the Corporation to do this.

9th. That the Corporation, not having been furnished with a list of the signatures to the said Memorial, are at a loss to conceive what merchants and shipowners of Lyme (many of whom are members of the Council), can have signed the Memorial, as no formal remonstrance has ever been addressed to the Council, nor any public demonstration been made in the town to complain of their proceedings.

10th. That the Corporation are ready and willing to give any further information in their power, or to make any further reply that my Lords Commissioners may think proper to require.

I am, &c.

T. H. Farrer, Esq.,
&c. &c. &c.

(signed) *George Hingeston*,
Town Clerk.

— No. 5. —

(H.—3781.)

The Secretary, Board of Trade, to Mr. *R. C. Walker*.

Sir, Board of Trade, Whitehall, 17 May 1865.

I AM directed by the Board of Trade to acknowledge the receipt of your letter of the 4th April, accompanied by a petition from the merchants, shipowners, and inhabitants of Lyme Regis, objecting to the expenditure of the Cobb funds, and to other proceedings in connection with the Cobb; and, in

reply, I am to acquaint you that a copy of the Memorial was forwarded to the Town Clerk of Lyme Regis, for any remarks which the Corporation might think it right to make thereon; and a letter, of which the enclosed is a copy, has been received from him, which is forwarded for the information of the memorialists.

No. 6. I am further to acknowledge the receipt of your second letter of the 5th instant, on the same subject.

The Board of Trade have no power to interfere in the matter.

I am, &c.

R. C. Walker, Esq., Shipowner, Lyme Regis. (signed) *T. H. Farrer.*

— No. 6. —

(H.—3818.)

Mr. *R. C. Walker* to the Secretary, Board of Trade.

Sir, Lyme Regis, 5 May 1865.

As an old member of the Corporation of Lyme Regis, I beg to inform you that I protested against the answer sent by the Corporation on Monday last, in reply to the Board of Trade's letter respecting Lyme Cobb, as being contrary to facts, and enclosed a letter, which appeared in "Pulman's Weekly News" of the 12d of this month.

I have, &c.

T. H. Farrer, Esq. (signed) *R. C. Walker.*

Enclosure in No. 6.

Letter to the Editor of "Pulman's Weekly News."

Lyme Cobb.

Sir, Lyme Regis, 27 April 1865.

Doubtless many of your readers will be glad to hear that the recent petition from the inhabitants of Lyme, calling the Board of Trade's attention to the inefficient state of the Cobb, will shortly meet with the attention the importance of the question demands.

When we know for a fact, that at least 8,000 *l.* for Cobb dues have been received during the last 10 years, and when we inquire how much of that sum has been spent in rendering the Cobb a safe harbour, we cannot be surprised if the inhabitants have at last thrown aside their apathy, and now demand that a strict and impartial inquiry be made as to how those dues have been applied.

It is possible some of the members of the Corporation may consider their public character censured by the step taken by the inhabitants. Alas! how often does it occur in public life, that men frequently undertake arduous and responsible duties, and frequently, from apathy, neglect, or want of proper knowledge, fail as members of a public body in the performance of those very duties!

Is it not a well-known fact, that Lyme Cobb is looked upon by insurance companies as an open beach, and consequently, owners are compelled to pay a high premium for insuring their vessels trading to the port?

Do not our coal merchants find great difficulty in getting strangers to accept freights from the coal ports to Lyme, in consequence of the Cobb being generally considered an unsafe harbour?

Have not the under-mentioned vessels been either wrecked, disabled, or seriously damaged at their moorings, in the Cobb, during the last few years: "The Sarah," "Adel," "Emma," "Two Brothers," "William," "Little Gem," "Glory," and "Fame," driven out of the Cobb and wrecked? "The James and Charlotte," "George Robinson," "William," "Ceres," "Ruby," "Robin and Thomas," "Caroline," "Honiton Packet," and "Ada," driven from their moorings and stranded?

If the Corporation cannot refute the above statements, I, for one, maintain that the inhabitants of Lyme are perfectly justified in bringing the question of the Cobb into public notice.

I am, &c.

A Merchant and Shipowner.

—II.—

CORRESPONDENCE between the Board of Trade and the Corporation of *Lyme Regis*, relative to a Loan.

— No. 1.—

(H.—4124.)

Mr. *John Hawkshaw*, C.E., to the Secretary, Board of Trade.

HARBOUR OF LYME REGIS.

33, Great George-street, Westminster,
Sir, 22 June 1865.

THE Corporation of Lyme Regis are desirous to make application to the Public Works Loan Commissioners for a grant of money to improve their harbour. I shall be obliged by your letting me have the preliminary forms necessary to be filled up for the purpose of such application.

Yours, &c.
The Secretary, Board of Trade. (signed) *John Hawkshaw.*

— No. 2.—

(H.—4124.)

The Secretary, Board of Trade, to Mr. *John Hawkshaw*, C.E.

LYME REGIS LOAN.

Sir, Board of Trade, Whitehall, 23 June 1865.

I AM directed by the Board of Trade to acknowledge your letter of yesterday's date, stating that the Corporation of Lyme Regis are desirous of making application to the Public Works Loan Commissioners for a grant of money for the improvement of their harbour, and I am to transmit to you the accompanying questions, which the Board of Trade require to be answered by persons or bodies applying for a loan under the Harbours and Passing Tolls, &c. Act, 1861.

Some of the particulars asked for are more important to the Public Works Loan Commissioners than to this Board; but the questions are all more or less materially connected with the utility of the proposed works; and it is desirable that the replies, with the statement of facts, should, in the first instance, be as complete as possible.

I am, &c.
John Hawkshaw, Esq., C.E., (signed) *T. H. Farrer.*
33, Great George-street, Westminster.

Enclosure in No. 2.

HARBOURS and PASSING TOLLS, &c. ACT 1861 (24 & 25 Vict. cap. 47), and HARBOURS TRANSFER ACT (25 & 26 Vict. cap. 69).

QUESTIONS to be answered in Duplicate by Harbour Authorities applying for Loans under the above Acts.

1. WHAT sum is required by way of loan from the Public Works Loan Commissioners, by what instalments, and at what times?

2. How is it proposed to repay the loan? State the times and amounts at and by which it is proposed that the instalments of principal and the interest shall be paid, distinguishing in each case the amount to be repaid as principal and the amount to be paid as interest.

3. Give a plan of the harbour, showing its present condition, and the proposed works or alterations (all in duplicate). The depth of water should be carefully given, both as it is now, and also, if a change is expected in consequence of the new works, as it is expected to be.

4. State the object of the proposed works, viz., whether for the purposes of trade, of fisheries, or of refuge and shelter, or of all or any and which of such objects; if of trade, state whether in goods or passengers, or both; whether in imports or exports, or in both.

5. State the size and class of vessels which now use the harbour, and which after the execution of the new works are expected to use it, giving carefully their draft of water. Is any dry dock accommodation now given, or is any such accommodation proposed? If so, what is the depth of water at the entrance of the dry dock?

6. Give a description of the body or persons by whom the harbour is managed, the mode in which they are elected or constituted, and the names, descriptions, and addresses of the present members.

7. By what engineers are the proposed works designed, and under whose management and superintendence are they to be executed? Send copies (in duplicate) of any report or reports made by the engineer who has designed the works, or by any other competent person on the proposed works, with the plans or drawings and specifications (also in duplicate).

8. Is the consent of the Board of Trade, or of any other department necessary? If so, has it been obtained? If obtained, send a copy or copies of the document in which it is given. If not obtained, state why not.

9. When is it expected that the proposed works will be completed?

10. Are the works to be executed by means of the proposed loan complete in themselves, or parts of other works? If the latter, what will be the effect, having regard to the objects mentioned in Questions 4 and 5, of the parts so to be completed, and of the other works respectively?

11. Give a detailed estimate of the cost of the proposed works; stating the time or times within which it is expected to complete the whole or any separate portion or portions.

12. Has any contract been entered into for the whole or any portion of the proposed works? If so, state the particulars; with whom; for what works; for what amount; and with what security for performance by the contractor. If not, can it be shown that any such contract can be made with a responsible contractor at a cost not exceeding the estimate?

13. Has any and what money been raised for the purposes of the proposed works? If raised by borrowing, how was the same raised; under what authority; on what security; when and how to be repaid, and at what rate of interest?

14. If the proposed works form any portions of other works, state whether any and what portions have been executed; if so, what was the estimate for them, and what has been the actual cost?

15. Give a statement of the trade and business of the harbour for the last 10 years; showing for each year the number and tonnage of ships entered and cleared; number and tonnage of ships seeking refuge; number and tonnage of fishing vessels using the harbour, and the nature and quantity of the exports and imports.

16. Of what does the security to be given for the proposed loan and interest consist, viz., whether of harbour revenues alone, or of any other and what items?

17. Give a statement of the revenues of the harbour which it is proposed to charge with the cost of the proposed works, giving for each of the last 10 years the following particulars:—

a. Gross income, distinguishing the several sources, *e.g.*, whether from taxes on ships, or on goods or passengers carried in ships; whether on imports or exports; whether on vessels taking refuge; on fishing vessels, &c.; and giving in each case the description of rate, as well as the aggregate amount.

b. Gross

b. Gross expenditure, distinguishing charges for management and maintenance, for repairs, for new works, for payment of interest, for repayment of principal of debt, &c.

c. All debts charged upon such revenues, stating the persons to whom due, the rate of interest, and the time for repayment of principal.

18. Is any and what harbour revenue derived from other sources than tolls on ships and on goods carried in ships? If so, state the nature and value of the property or securities from which the same is derived.

19. Are there any tolls on ships or on goods carried in ships levied in the harbour which are not applied to harbour purposes? If so, give the following particulars; viz., schedule or description of such tolls; amount for the last 10 years; by whom received; under what title; and to what purposes applied.

20. Give an estimate of the probable gross and net revenues of the harbour applicable for the repayment of the proposed loan. State, if any increase is expected, the sources of such increase, and the cause of increase, *e. g.*, increase in present trade, revised tariff, greater facilities, &c. &c. &c. This statement, and the grounds on which it is based, should be very fully and carefully given, under the following heads, viz.:—

I. The estimated gross and net income of the harbour:
II. The estimated expenditure, showing separately:—
  A. Cost of maintenance.
  B. Cost of repairs.
  C. Repayments of instalments of principal,
    1. To existing creditors;
    2. To Public Works Loan Commissioners.
  D. Payments of interests,
    1. To existing creditors;
    2. To Public Works Loan Commissioners.

21. If there are debts already charged on the revenue which is to be charged with the proposed loan, will the creditors or any of them consent to postpone their debts to such loan? State especially, having regard to 3 George IV., c. 86, s. 18, whether four-fifths in value of the creditors will consent to such postponement.

22. Will the persons constituting the harbour authority, or any of them, give security by bond for the due application to the projected works of the loan applied for? and if so, state their names, occupations, and residences, and give evidence of their responsibility.

23. Send a copy (in duplicate) of the Act or Acts, or other instrument, under which the harbour is held and managed; under which the proposed works are to be executed; under which the revenues are collected; and under which the proposed charge is to be made; referring to the clauses or provisions which relate to the above-mentioned subjects, and giving a complete schedule of the tolls now levied for the use of the harbour.

NOTES.

(1.) The above Questions are not to be answered on this paper. It will be seen that the Questions are such as will probably be generally applicable. But in many cases some of them will not be applicable, whilst further particulars will often be required. And harbour authorities must, in making their Answers, use their discretion accordingly.

(2.) All replies to the above queries, and all documents and plans hereafter sent to the Board of Trade in the above matter, should be sent in duplicate. In the case of plans, tracings instead of duplicates will be sufficient.

(3.) The Public Works Loan Commissioners cannot advance money for the purpose of paying off an existing debt.

(4.) The Public Works Loan Commissioners cannot entertain an application founded on a hypothetical case, *e. g.*, upon securities consisting of tolls to be levied under an Act of Parliament not yet obtained. The security offered must be a complete legal security, and the case must be presented in a complete shape.

(5.) No application to postpone the payment of instalments of capital beyond a period of five years from the first advance will be entertained without very special reasons.

(6.) The rate of 3¼ per cent. for interest is by the Act limited to loans not exceeding 100,000 *l.*, and the interest upon any loan so far as it exceeds that amount must be charged at a higher rate. The estimates above required must, consequently, be framed accordingly.

— No. 3. —

(H.—5074.)

Mr. *R. Hillman*, to the Secretary, Board of Trade.

Sir, Lyme Regis, 23 November 1865.

I AM directed by the Corporation of Lyme Regis to forward to you, on behalf of the Lords of the Committee of Privy Council for Trade, replies to questions addressed to the Corporation through Mr. Hawkshaw, on the 23d June last, relative to their application to the Public Works Loan Commissioners for a grant of money for the improvement of their harbour.

The replies and estimate of the cost are sent by book parcel this day, as well as a copy of their Local Act; and plans of the proposed works have been sent by London and South Western Railway this day (all in duplicate).

I am, &c.
(signed) *R. Hillman*, Junior.

T. H. Farrer, Esq.

Enclosure, in No. 3.

HARBOURS AND PASSING TOLLS, &c. ACT, 1861 (24 & 25 Vict. c. 41), and HARBOURS TRANSFER ACT (25 & 26 Vict. c. 69).

ANSWERS to QUESTIONS of the Board of Trade by the Mayor and Town Council of the Borough of *Lyme Regis*, applying for a LOAN under the above Acts.

1. £. 6,500, by instalments, to be paid as the work proceeds, to extend over a period not exceeding two years.

2. By yearly instalments of 100 *l.* each, together with interest on so much of the loan as shall for the time being remain due. The first instalment of principal would be payable at the expiration of one year from the payment of the last advance on account of the loan, but interest would be paid yearly from the date of the first advance.

3. Two plans of the harbour, showing the proposed work, are sent herewith in duplicate.

4. The object of the proposed work is to afford better and additional refuge and shelter, and also increased facilities for trade in goods, both in imports and exports.

5. The vessels using this harbour are from 40 to 300 tons burden, and are of the class usually engaged in the coasting trade, their draft of water varying from six to 14 feet. The harbour being a tidal one affords all the dry dock accommodation at present necessary for the repairs of vessels, &c.; consequently, no special provision has been made in the accompanying plans for the extension of this accommodation.

6. The harbour is managed by the mayor, aldermen and burgesses of the borough of Lyme Regis, elected in accordance with the provisions of the Municipal Corporations Act. The following are the names, descriptions, and addresses of the present members.

NAME.	DESCRIPTION.	ADDRESS.
Samuel Osborn, Esq., Mayor and Alderman.	Shipowner	Lyme Regis.
J. S. Moore - Aldermen	Esquire	Plymouth.
Robert Hillman - Aldermen	Solicitor	Lyme Regis.
William May - Aldermen	Grocer	ditto.
Frederic Hinton - Aldermen	Wine merchant	ditto.
Edward Brown - Aldermen	Gentleman	ditto.
Richard Lavers - Aldermen	Grocer	ditto.
Eli Fowler - Aldermen	Merchant	ditto.
James Farnham - Aldermen	Silversmith	ditto.
Henry Henley - Aldermen	Chemist	ditto.
John Jerrard - Aldermen	Builder	ditto.
Henry Munden - Aldermen	Plumber	ditto.
Robert Pidgeon - Aldermen	Grocer	ditto.
Thomas Swaffield - Aldermen	Tailor	ditto.
Henry Tucker - Aldermen	Esquire	ditto.
William Wallis - Aldermen	Miller	ditto.

7. By

7. By John Hawkshaw, Esq., under whose superintendence and management they are to be executed. No written report has been made, but Mr. Hawkshaw attended a meeting of the Corporation, and explained the plans. The plans or drawings, and an estimate of the cost of the works, are sent in duplicate.

8. The consent of the Board of Trade is necessary. Application was made for it by Mr. Hawkshaw, on behalf of the Mayor and Town Council, in June last, and acknowledged by the Board in a letter to him, dated the 23d June 1865.

9. The works can be completed in two years.

10. The works to be executed by means of the proposed loan are intended to improve and form an addition to the present harbour.

11. The estimate is forwarded. For time of completion, *see* answer to Question 9. The deepening of the harbour and the construction of the quay wall would be carried on so as to be available as the work proceeded.

12. No contract has been entered into for the work as yet. The Corporation propose to advertise for tenders for their performance, and entertain no doubt that a responsible contractor will contract to do them at a cost not exceeding the estimate.

13. None.

14. See answer to Question 10.

15. Such a statement is sent herewith, marked A.

16. Of harbour revenues alone.

17. Such a statement is sent herewith, marked B.

18. The Corporation have the sum of 1,600*l.* Consols standing in their names, which has been invested by them from time to time, from the accumulation of dues, in pursuance of the 4th section of their Local Act for the regulation of the harbour.

19. None.

20. Such an estimate is appended to the statement, marked B.

21. The only debt to which the revenue now proposed to be charged is subject is one of 1,600*l.*, which was borrowed of the borough fund for the purposes of the harbour many years ago. The creditors are the Corporation, the applicants for this loan. There will be ample means to pay off the debt if deemed necessary, besides providing for repayment of the proposed loan and interest.

22. It is not proposed to do so.

23. The Corporation possess only two copies of their Local Act under which the harbour is held and managed, and the revenues collected. One copy is sent herewith. The proposed charge would be made, and the works executed under the 24 & 25 Vict. c. 47, s. 3, and 25 & 26 Vict. c. 69, s. 20. There is a complete schedule of tolls to the Local Act.

STATEMENT (A).

A STATEMENT of the TRADE and BUSINESS of the PORT of *Lyme*, from the 31st of August 1854 to the 1st of September 1864.

IMPORTS.

Date.	No. of Vessels entered Inwards.	No. of Vessels seeking Shelter.	Register Tonnage.	Harbour Dues received on Register Tonnage.	Description of Goods, &c.	Tons.	Harbour Dues received on Imports.	Pier Light.
				£. s. d.			£. s. d.	£. s. d.
From 31st Aug. 1854 to 1st Sept. 1855.	66	–	4,681	39 5 2	Coals	3,005	75 2 6	2 6 –
					Culm	979	24 9 6	
					Groceries, &c.	365	18 4 7	
					Plaster of paris	90	2 5 –	
					Stone	50	1 5 –	
					50 loads timber	–	5 – –	
					Guano and superphosphate of lime	86	4 6 –	
					10 passengers	–	– 10 –	
					27 tons of iron	27	1 7 –	
					Cider	13½	1 6 6	
		5	333	2 15 6				
			5,014	42 8 –		4,615½	133 16 1	
From 31st Aug. 1855 to 1st Sept. 1856.	85	–	5,337	44 7 10	Coals	2,944 / 120	76 12 –	2 16 –
					Groceries, &c.	371½	19 4 1	
					Timber, 100½ loads	–	9 19 7	
					Cider and apples	48	4 14 6	
					17 passengers	–	– 17 –	
					485 qrs. grain	–	2 8 6	
					Culm	754	18 17 –	
					Guano and superphosphate of lime	72	3 12 –	
					Slates	20	1 – –	
					Stone	120	3 – –	
		9	447	3 14 6				
			5,784	48 2 4		4,449½	140 4 8	
From 31st Aug. 1856 to 1st Sept. 1857.	100	–	6,387	52 17 9	Coals	3,804	95 2 –	3 5 6
					Groceries, &c.	502	25 – 2	
					Timber, 203 loads	–	20 7 8	
					27,000 bricks	81	1 7 –	
					33 passengers, 8 cows, &c.	–	1 19 6	
					Culm	967	24 3 6	
					Grain, 964 qrs.	–	5 – 8	
					Slates	89	4 9 –	
					Superphosphate of lime	53	2 13 –	
					50 hhds. cider	–	1 5 –	
		11	415	3 9 2				

EXPORTS.

Date.	No. of Vessels cleared Outwards.	Register Tonnage.	Harbour Dues received on Register Tonnage.	Description of Goods, &c.	Tons.	Harbour Dues received on Exports.	Pier Light.
			£. s. d.			£. s. d.	£. s. d.
From 31st Aug. 1854 to 1st Sept. 1855.	665	31,846	190 14 –	Stone	40,912	874 3 8	14 14 6
				Pit wood	126	3 3 –	
				Furniture	–	1 10 –	
		31,846	190 14 –		41,038	878 16 8	
From 31st Aug. 1855 to 1st Sept. 1856.	673	27,691	183 12 11	Stone	40,397	617 11 8	4 3 6
				Timber, 92 loads	–	9 4 –	
				Apples, 15; parsnips, 7	22	1 2 –	
				Corn, 80 qrs.	–	– 8 –	
				9 sheep	–	– 2 3	
				Iron	10	– 10 –	
				Furniture	–	1 15 –	
				Pit wood	97	2 8 6	
				8 passengers	–	– 8 –	
		27,691	183 12 11		40,526	687 9 5	
From 31st Aug. 1856 to 1st Sept. 1857.	635	27,128	169 7 9	Stone	37,917	631 19 –½	11 16 –
				Pit wood	356	17 16 –	
				Grain, 397 qrs.	–	1 14 –½	
				4 loads timber	–	– 8 –	
				10 passengers	–	– 10 –	
				Sundries	–	1 7 6	

31 Aug. 1857 to 1 Sept. 1858.	92	–	5,976	48 16 9	Coals Culm 39,500 bricks Apples Grain, 830 qrs. Timber, 96¼ loads Superphosphate of lime Stone, 38; salt, 65	3,657 1,133 118½ 25 – – 75½ 103	91 8 6 28 6 6 1 19 6 1 5 – 4 3 – 9 12 – 3 15 10 4 4 –	3 7 –	31 Aug. 1857 to 1 Sept. 1858.	564	22,768	138 5 7	Stone 65 sacks flour Pit wood Furniture Timber, 10 loads	31,076 – 508 – –	520 17 1 – 2 5 25 8 – 2 12 2 1 – –	9 14 –			
			6,742	55 4 5		5,475¾	163 1 8				22,768	138 5 7		31,584	552 14 8			
From 31 Aug. 1858 to 1 Sept. 1859.	81	–	5,382	44 16 –	Coals Groceries, &c. Culm Grain, 266 qrs. Slates Deals, &c. 40 loads 5 passengers, 15 cows Superphosphate of lime 25,000 bricks Portland stone	3,511 275 1,059 – 54 – – 69 75 20	87 15 6 14 1 11 26 9 6 1 6 6 2 14 – 4 – 2 – 14 6 3 9 – 1 5 – – 10 –	2 19 6	From 31 Aug. 1858 to 1 Sept. 1859.	461	17,895	102 8 6	34 passengers, &c. Stone Timber, 38 loads Pit wood	– 23,813½ – 162	1 18 5 296 17 10 3 16 – 8 2 –	7 9 –			
			6,290	52 7 4		5,063	142 6 1				17,895	102 8 6		23,975½	410 14 3			
From 31 Aug. 1859 to 1 Sept. 1860.	78	–	5,486	45 14 4	Coals Culm Groceries, &c. Grain, 604 qrs. Slates 17,000 bricks Timber, deals, &c. 63½ loads Guano and superphosphate of lime	3,725 1,182 455 – 64 51 – 42	92 2 6 29 11 – 13 15 1 3 1 3 3 4 – – 17 – 6 7 7 2 2 –	2 18 –	From 31 Aug. 1859 to 1 Sept. 1860.	467	17,661	100 5 8	Stone Pit wood Grain, &c. Timber, &c., 22 loads Guano 6 passengers	21,112½ 1,509 – – 2 –	351 18 6 75 9 – – 10 9 2 7 – – 2 – – 6 –	7 11 6			
			6,084	51 10 8		5,519	151 – 5				17,661	100 5 8		22,623½	430 13 3			
From 31 Aug. 1860 to 1 Sept. 1861.	76	–	5,173	43 5 6	Coals Culm Groceries, &c. 37,500 bricks Grain, 1,972 qrs. Timber and deals, 138 loads Potatoes Slates Guano and superphosphate of lime	3,580 1,168 144 112½ – – 29 60 78	89 10 – 29 4 – 6 9 9 1 17 6 9 13 – 13 16 6 1 9 – 3 – – 3 18 –	2 13 –	From 31 Aug. 1860 to 1 Sept. 1861.	552	21,505	136 18 8	Superphosphate of lime 6 passengers, 2 horses, 1 cow, and 32 sheep Pit wood Timber, &c. 57½ loads Stone Grain, 142½ qrs.	32½ – 2,146 – 27,070 –	1 12 6 – 15 6 107 6 – 5 15 3 455 10 – – 18 10	10 10 –			
			5,642	47 3 8		5,171½	158 17 9				21,505	136 18 8		29,248½	571 18 1			

(A.)—Statement of the Trade and Business of the Port of *Lyme*, from the 31st of August 1854 to the 1st of September 1864—*continued*.

IMPORTS.

Date.	No. of Vessels entered Inwards.	No. of Vessels seeking Shelter.	Register Tonnage.	Harbour Dues received on Register Tonnage.	Description of Goods, &c.	Tons.	Harbour Dues received on Imports.	Pier Light.
				£. s. d.			£. s. d.	£. s. d.
From 31st Aug. 1861 to 1st Sept. 1862.	51	–	3,668	30 11 4	Culm	1,161	29 – 6	2 1 –
					Coals	3,382	84 11 –	
					Groceries, &c.	22	1 1 11	
					Grain, 1,089 qrs.	–	5 8 7	
					9,000 bricks	27	– 9 –	
					Guano and superphosphate of lime	96	4 16 –	
					4 passengers	–	1 3 6	
					38 cows, &c.			
	–	13	531	4 3 4				
			4,199	34 14 8		4,688	126 10 6	
From 31st Aug. 1862 to 1st Sept. 1863.	61	–	4,198	34 5 8	Culm	1,302	32 11 –	2 10 6
					Coals	3,821	95 10 6	
					Grain, &c. 891½ qrs.	–	4 9 1	
					Guano and superphosphate of lime	108	5 8 –	
					19,000 bricks, &c.	57	– 19 6	
					Timber, deals, &c. 152 loads	–	15 4 5	
					Slates	53	2 13 –	
					7 cows	–	– 3 6	
					Machinery, furniture, &c.	32	1 19 1	
	–	15	778	6 9 8				
			4,976	40 15 4		5,373	158 18 1	
From 31st Aug. 1863 to 1st Sept. 1864.	59	–	4,299	31 19 4	Culm	1,258	31 9 –	1 19 6
					Coals	3,545	88 12 6	
					Grain, 387 qrs.	–	1 18 8	
					Timber, 34½ loads	–	3 9 –	
					Superphosphate of lime	120	6 – –	
					Furniture, groceries, &c.	–	– 18 9	
					Iron	23	1 3 –	
					Slates	20	1 – –	
	–	9	410	3 3 4				
			4,709	35 7 8		4,966	134 10 11	

EXPORTS.

Date.	No. of Vessels cleared Outwards.	Register Tonnage.	Harbour Dues received on Register Tonnage.	Description of Goods, &c.	Tons.	Harbour Dues received on Exports.	Pier Light.
			£. s. d.			£. s. d.	£. s. d.
From 31st Aug. 1861 to 1st Sept. 1862.	589	22,599	163 16 4	Pit wood	256	12 16 –	12 5 –
				Stone	33,312	555 4 2	
				Grain, &c. 60 qrs., &c.	8½	1 16 8	
				Superphosphate of lime	14	– 14 –	
				2 passengers	–	– 2 –	
		22,599	163 16 4		33,590½	570 12 10	
From 31st Aug. 1862 to 1st Sept. 1863.	491	17,951	111 7 2	Pit wood	98	4 18 –	8 17 6
				Stone	22,243	370 14 5	
				Furniture	–	– 1 6	
				Superphosphate of lime	13	– 13 –	
		17,951	111 7 2		22,354	376 6 11	
From 31st Aug. 1863 to 1st Sept. 1864.	510	19,618	132 11 –	Stone	30,974¾	516 4 11	9 18 –
				Pit wood	41½	2 1 6	
				Lime	52¾	2 12 9	
				Miscellaneous goods	–	– 11 10	
		19,618	132 11 –		31,069	521 11 –	

STATEMENT (B).

Answer to Question 17.

(A.)—Gross Income for the Year ending 1 Sept. 1855.

Imports.	£. s. d.	£. s. d.
n Register tonnage on vessels entered inward, at - - 2 *d.* per ton	39 5 2	
Register tonnage on vessels seeking refuge, at - - 2 *d.* per ton	2 15 6	
Coals, at - - - 6 *d.* „	75 2 6	
Culm, at - - - 6 *d.* „	24 9 6	
Groceries, &c. at - 1 *s.* „	18 4 7	
Plaster of Paris, at - 6 *d.* „	2 5 –	
Stone, at - - - 6 *d.* „	1 5 –	
Timber, at - - 2 *s.* per load	5 – –	
Guano and superphosphate of lime, at - - - 1 *s.* per ton	4 6 –	
Passengers, at - - 1 *s.* each -	– 10 –	
Iron, at - - - 1 *s.* per ton	1 7 –	
Cider, at - - 2 *s.* „	1 6 6	
£.	175 16 9	
Exports.		
n Register tonnage on vessels cleared outward, at - - 2 *d.* per ton	190 14 –	
Stone, at - - 4 *d.* „	874 3 8	
Pit wood, at - - 6 *d.* „	3 3 –	
Furniture - - - - -	1 10 –	
The pier light - - - - -	17 – 6	
		1,262 7 11

(B.)—Gross Expenditure for the Year ending 1 Sept. 1855.

Management.	£. s. d.	£. s. d.
Salaries, &c.:		
The Cobb clerk's salary, and stationery	37 2 –	
The treasurer's - ditto - -	5 – –	
The harbour master's ditto - -	25 – –	
The Cobb constable ditto - -	38 – –	
Commission on harbour dues - -	38 14 –	
Annuity to H. Jefferd - - -	10 – –	
Printing, stationery, and stamps - -	3 13 –	
		157 9 –
Repairs - - - - - - - -	- -	125 3 7
Expenses of the pier light - - - -	- -	25 15 10
Principal and Interest (Paid off):		
Messrs. Williams, balance due on bond, with interest - - - - -	461 19 4	
1 year's interest on Victoria Pier shares	23 – –	
1½ „ interest on mortgage of 1,500 *l.* to the Borough Fund - -	112 10 –	
Mrs. Sellers, interest on bond - -	12 10 –	
Victoria Pier shares, paid off - -	478 3 8	
		1,088 3 –
Legal expenses - - - - - -	- -	36 2 6
Fee-farm rent for the harbour - - -	- -	2 11 4
Miscellaneous expenses - - - -	- -	29 1 –
	£.	1,464 6 3

(A.)—Gross Income for the Year ending 1 Sept. 1856.

Imports.	£. s. d.	£. s. d.
n Register tonnage of vessels entered inward - - - - - -	44 7 10	
Register tonnage on vessels seeking refuge - - - - - -	3 14 6	
Coals, at - - 6 *d.* per ton	76 12 –	
Groceries, &c. at - 1 *s.* „	19 4 1	
Timber, at - - 2 *s.* per load	9 19 7	
Cider and apples, at - 2 *s.* per ton	4 14 6	
Passengers, at - - 1 *s.* each -	– 17 –	
Grain, at - - 1 *s.* per 10 qrs.	2 8 6	
Culm, at - - - 6 *d.* per ton	18 17 –	
Guano and superphosphate of lime, at - - - 1 *s.* per ton	3 12 –	
Slates, at - - 1 *s.* „	1 – –	
Stone, at - - 6 *d.* „	3 – –	
£.	188 7 –	
Exports.		
n Register tonnage on vessels cleared outward - - - - - -	183 12 11	
Stone, at - - 4 *d.* per ton	671 11 8	
Timber, at - - 2 *s.* per load	9 4 –	
Apples and parsnips, at - 1 *s.* per ton	1 2 –	
Grain, at - - 1 *s.* per 10 qrs.	– 8 –	
Sheep, at - - 3 *d.* per head	– 2 3	
Iron, at - - - 1 *s.* per ton	– 10 –	
Furniture - - - - -	1 15 –	
Pit wood, at - - 6 *d.* per ton	2 8 6	
Passengers, at - - 1 *s.* each -	– 8 –	
The pier light - - - - -	6 19 6	
		1,066 8 10

(B.)—Gross Expenditure for the Year ending 1 Sept. 1856.

Management.	£. s. d.	£. s. d.
Salaries, &c.:		
The Cobb clerk's - salary - -	30 – –	
The treasurer's - ditto - -	5 16 6	
The harbour master's ditto - -	28 – –	
Commission on harbour dues collected -	32 13 2	
The Cobb constable's salary, &c. -	39 15 –	
Printing, stationery, and stamps - -	3 8 4	
Annuity to H. Jefferd - - -	10 – –	
		149 13 –
Repairs, &c. - - - - - - -	- -	169 1 8
Principal and Interest (Paid off):		
Mrs. Sellers, interest on bond - -	12 10 –	
Purchase of a Victoria Pier share, and interest thereon - - - -	10 10 –	
1¼ year's interest on mortgage to Borough Fund, &c. - - - -	88 15 –	
		111 15 –
Legal expenses - - - - -	- -	148 19 8
Miscellaneous expenses - - - -	- -	22 3 10
	£.	601 13 2

ANSWER TO QUESTION 17—*continued.*

(A.)—GROSS INCOME for the Year ending 1 Sept. 1857.

IMPORTS.	£. s. d.	£. s. d.
From Register tonnage on vessels entered inward	52 17 9	
„ Register tonnage on vessels seeking refuge	3 9 2	
„ Coals, at 6*d.* per ton	95 2 –	
„ Groceries, &c. at 1 *s.* „	25 – 2	
„ Timber, at 2 *s.* per load	20 7 8	
„ Bricks, at 1 *s.* per 1,000	1 7 –	
„ Passengers, at 1 *s.* each; and Cows, at 6 *d.* „	1 19 6	
„ Culm, at 6 *d.* per ton	24 3 6	
„ Grain, at 1 *s.* per 10 qrs.	5 – 8	
„ Slates, at 1 *s.* per ton	4 9 –	
„ Superphosphate of lime, at 1 *s.* „	2 13 –	
„ Cider, at 6 *d.* per hhd.	1 5 –	
£.	237 14 5	
EXPORTS.		
From Register tonnage on vessels cleared outward	169 7 9	
„ Stone, at 4 *d.* per ton	631 19 –	
„ Pit wood, at 1 *s.* „	17 16 –	
„ Grain, at 1 *s.* per 10 qrs.	1 14 –	
„ Timber, at 2 *s.* per load	– 8 –	
„ Passengers, at 1 *s.* each	– 10 –	
„ Sundries	1 7 6	
„ The pier light	15 1 6	
		1,075 18 2

(B.)—GROSS EXPENDITURE for the Year ending 1 Sept. 18

MANAGEMENT.	£. s. d.	£. s.
Salaries, &c.:		
The Cobb clerk's salary, ½ year	7 10 –	
The treasurer's ditto 1 „	5 – –	
The harbour master's ditto 1 „ &c.	26 5 –	
The Cobb constable's ditto	39 – –	
Commission on harbour dues	4 12 8	
Stationery and stamps	1 11 –	
Annuity to H. Jefferd	10 – –	
		93 18
Repairs, &c.	– –	107 7
Principal and Interest (Paid off):		
Mrs. Sellers, prnicipal and interest on bond	262 15 5	
¾-year interest on mortgage to Borough Fund	52 10 –	
		315 5
Legal expenses	– –	175 –
Miscellaneous expenses	– –	32 2
£.		723 14

(A.)—GROSS INCOME for the Year ending 1 Sept. 1858.

IMPORTS.	£. s. d.	£. s. d.
From Register tonnage on vessels entered inward	48 16 9	
„ Register tonnage on vessels seeking refuge	6 7 8	
„ Groceries, &c. at 1 *s.* per ton	18 7 4	
„ Coals, at 6 *d.* „	91 8 6	
„ Culm, at 6 *d.* „	28 6 6	
„ Bricks, at 1 *s.* per 1,000	1 19 6	
„ Apples, at 1 *s.* per ton	1 5 –	
„ Grain, at 1 *s.* per 10 qrs.	4 3 –	
„ Timber, at 2 *s.* per load	9 12 –	
„ Superphosphate of lime, at 1 *s.* per ton	3 15 10	
„ Stone, at 6 *d.*, and Salt, at 1 *s.* „	4 4 –	
£.	218 6 1	
EXPORTS.		
From Register tonnage on vessels cleared outward	138 5 7	
„ Passengers, at 1 *s.* each	2 15 –	
„ Stone, at 4 *d.* per ton	520 17 1	
„ Flour	– 2 5	
„ Pit wood, at 1 *s.* per ton	25 8 –	
„ Timber, at 2 *s.* per load	1 – –	
„ Furniture	2 12 2	
„ The pier light	13 1 –	
		922 7 4

(B.)—GROSS EXPENDITURE for the Year ending 1 Sept. 18

MANAGEMENT.	£. s. d.	£. s.
Salaries, &c.:		
The Cobb clerk's salary	15 – –	
The treasurer's ditto	5 – –	
The harbour master's ditto	25 – –	
The Cobb constable's wages	38 5 –	
Commission on harbour dues	51 19 6	
Annuity to H. Jefferd	10 – –	
Stationery and stamps	2 9 6	
		147 14
New Works:		
New parapet wall	– –	396 13
Repairs, &c.	– –	194 3
Interest on mortgage to Borough Fund	– –	70 –
Legal expenses	– –	100 1
Miscellaneous expenses	– –	33 17
£.		942 10

ANSWER to Question 17—*continued.*

(A.)—GROSS INCOME for the Year ending 1 Sept. 1859.

IMPORTS.	£.	s.	d.	£.	s.	d.
m Register tonnage on vessels entered inward	44	16	–			
Register tonnage on vessels seeking refuge	7	11	4			
Coals, at 6 *d.* per ton	87	15	6			
Groceries, &c., at 1 *s.* „	14	1	11			
Culm, at 6 *d.* „	26	9	6			
Grain, at 1 *s.* per 10 qrs.	1	6	6			
Slates, at 1 *s.* per ton	2	14	–			
Deals, &c., at 2 *s.* per load	4	–	2			
Passengers, at 1 *s.*, and cows, at 6 *d.* each	–	14	6			
Superphosphate of lime, at 1 *s.* per ton	3	9	–			
Bricks, at 1 *s.* per 1,000	1	5	–			
Portland stone, at 6 *d.* per ton	–	10	–			
£.	194	13	5			
EXPORTS.						
m Register tonnage on vessels cleared outward	102	8	6			
Passengers, at 1 *s.* each	1	18	5			
Stone, at 4 *d.* per ton	396	17	10			
Timber, at 2 *s.* per load	3	16	–			
Pit wood, at 1 *s.* per ton	8	2	–			
The pier light	10	8	6			
				718	4	8

(B.)—GROSS EXPENDITURE for the Year ending 1 Sept. 1859.

MANAGEMENT.	£.	s.	d.	£.	s.	d.
Salaries, &c.:						
The Cobb clerk's salary	15	–	–			
The treasurer's „	5	–	–			
The harbour master's salary	25	–	–			
Cobb constable's wages	31	4	–			
Commission on harbour dues	18	1	–			
Half year's annuity to H. Jefford	5	–	–			
Stationery and stamps	3	5	9			
				102	10	9
New Works:						
Extension of eastern jetty	106	5	–			
Extension of north wall of the harbour	259	6	10			
Expended on the construction of a new road to the harbour	557	16	–			
				923	7	10
General repairs	–	–		74	2	–
Interest, 1¼ year on mortgage to borough fund	–	–		87	10	–
Cost of lighting the pier lamps with gas	–	–		43	–	–
Miscellaneous expenses	–	–		9	19	7
£.				1,240	10	2

(A.)—GROSS INCOME for the Year ending 1 Sept. 1860.

IMPORTS.	£.	s.	d.	£.	s.	d.
om Register tonnage on vessels entered inward	45	14	4			
„ Register tonnage on vessels seeking shelter	5	16	4			
„ Coals, at 6 *d.* per ton	92	2	6			
„ Culm, at 6 *d.* „	29	11	–			
„ Groceries, &c., at 1 *s.* „	13	15	1			
„ Grain, at 1 *s.* per 10 qrs.	3	1	3			
„ Slates, at 1 *s.* per ton	3	4	–			
„ Bricks, at 1 *s.* per 1,000	–	17	–			
„ Timber, at 2 *s.* per load	6	7	7			
„ Guano, and superphosphate of lime, at 1 *s.* per ton	2	2	–			
£.	202	11	1			
EXPORTS.						
om Register tonnage on vessels cleared outward	100	5	8			
„ Stone, at 4 *d.* per ton	351	18	6			
„ Pit wood, at 1 *s.* „	75	9	–			
„ Grain, &c., at 1 *s.* per 10 qrs.	–	10	9			
„ Timber, at 2 *s.* per load	2	7	–			
„ Guano, at 1 *s.* per ton	–	2	–			
„ Passengers, at 1 *s.* each	–	6	–			
„ The pier light	10	9	6			
				743	19	6

(B.)—GROSS EXPENDITURE for the Year ending 1 Sept. 1860.

MANAGEMENT.	£.	s.	d.	£.	s.	d.
Salaries, &c.:						
The Cobb clerk's salary	15	–	–			
The treasurer's salary	7	10	–			
The harbour master's salary	25	–	–			
The Cobb constable's wages	16	4	–			
Commission on harbour dues	18	2	11			
Stationery, &c.	1	17	2			
				83	14	1
New Works:						
Balance on the construction of the new road to the harbour	–			300	18	–
Repairs	–	–		154	14	4
Interest, 1 year on mortgage to borough fund	–	–		70	–	–
Lighting the pier lamps	–	–		43	–	–
Miscellaneous expenses	–	–		14	13	6
£.				666	19	11

ANSWER to QUESTION 17—*continued.*

(A.)—GROSS INCOME for the Year ending 1 Sept. 1861.

IMPORTS.	£. s. d.	£. s. d.
From Register tonnage on vessels entered inward	43 5 6	
„ Register tonnage on vessels seeking refuge	3 18 2	
„ Coals, at 6 *d.* per ton	89 10 –	
„ Culm, at 6 *d.* „	29 4 –	
„ Groceries, &c., at 1 *s.* „	6 9 9	
„ Bricks, at 1 *s.* per 1,000	1 17 6	
„ Grain, at 1 *s.* per 10 qrs.	9 13 –	
„ Timber, deals, &c., at 2 *s.* per load	13 16 6	
„ Potatoes, at 1 *s.* per ton	1 9 –	
„ Slates, at 1 *s.* „	3 – –	
„ Guano, and superphosphate of lime, at 1 *s.* per ton	3 18 –	
£.	206 1 5	
EXPORTS.		
From Register tonnage on vessels cleared outward	136 18 8	
„ Superphosphate of lime, at 1 *s.* per ton	1 12 6	
„ Passengers, at 1 *s.*; Horses and cows, 6 *d.*, and sheep at 3 *d.* each	– 15 6	
„ Pit wood, at 1 *s.* per ton	107 6 –	
„ Timber, at 2 *s.* per load	5 15 3	
„ Stone, at 4 *d.* per ton	455 10 –	
„ Grain, at 1 *s.* per 10 qrs.	– 18 10	
„ The pier light	13 3 –	
		928 1 2

(B.)—GROSS EXPENDITURE for the Year ending 1 Sept. 1861

MANAGEMENT.	£. s. d.	£. s. d.
Salaries, &c.:		
The Cobb clerk's salary	15 – –	
The treasurer's ditto	10 – –	
The harbourmaster's salary, 1¼ year	31 5 –	
Commission on Harbour Dues	20 15 9	
Printing and stationery	2 11 10	
		79 12 7
Repairs, &c.	– –	128 10 9
Interest, ½ year on mortgage to borough fund	– –	35 – –
Lighting the pier lamps	– –	43 – –
Miscellaneous expenses	– –	8 8 10
£.		294 12 2

(A.)—GROSS INCOME for the Year ending 1 Sept. 1862.

IMPORTS.	£. s. d.	£. s. d.
From Register tonnage on vessels entered inward	30 11 4	
„ Register tonnage on vessels seeking refuge	4 3 4	
„ Culm, at 6 *d.* per ton	29 – 6	
„ Coals, at 6 *d.* „	84 11 –	
„ Groceries, &c., at 1 *s.* „	1 1 11	
„ Grain, at 1 *s.* per 10 qrs.	5 8 7	
„ Bricks, at 1 *s.* per 1,000	– 9 –	
„ Guano and superphosphate of lime, at 1 *s.* per ton	4 16 –	
„ Passengers, at 1 *s.* each, and cows, at 6 *d.* each	1 3 6	
£.	161 5 2	
EXPORTS.		
From Register tonnage on vessels cleared outward	163 16 4	
„ Pit wood, at 1 *s.* per ton	12 16 –	
„ Stone, at 4 *d.* „	555 4 2	
„ Grain, at 1 *s.* per 10 qrs.	1 16 8	
„ Superphosphate of lime, at 1 *s.* per ton	– 14 –	
„ Passengers, at 1 *s.* each	– 2 –	
„ The pier light	14 6 –	
		910 – 4

(B.)—GROSS EXPENDITURE for the Year ending 1 Sept. 1862

MANAGEMENT.	£. s. d.	£. s. d.
Salaries, &c.:		
The Cobb clerk's salary	15 – –	
The treasurer's ditto	10 – –	
The harbour master's ditto (½-year)	12 10 –	
Commission on harbour dues	37 14 5	
Printing, stationery, and stamps	2 16 3	
		78 – 8
Repairs	– –	89 12 7
Interest, 1¼ year on mortgage to borough fund	– –	87 10 –
Lighting the pier lamps	– –	43 – –
Miscellaneous expenses	– –	31 5 1
£.		329 8 4

ANSWER to Question 17—*continued.*

(A.)—GROSS INCOME for the Year ending 1 Sept. 1863.

IMPORTS.	£.	s.	d.	£.	s.	d.
Register tonnage on vessels entered ward, at - - - 2 *d.* per ton	34	5	8			
Register tonnage on vessels seeking refuge - - - - - - -	6	9	8			
Culm, at - - - 6 *d.* per ton	32	11	–			
Coals, at - - - 6 *d.* „	95	10	6			
Grain, at - - 1 *s.* per 10 qrs.	4	9	1			
Guano and superphosphate of lime, at - - - 1 *s.* per ton	5	8	–			
Bricks, at - - 1 *s.* per 1,000	–	19	6			
Timber, deals, &c. at 2 *s.* per load	15	4	5			
Slates, at - - - 1 *s.* per ton	2	13	–			
Cows, at - - - 6 *d.* each	–	3	6			
Machinery, furniture, &c. - - -	1	19	1			
	199	13	5			
EXPORTS.						
Register tonnage on vessels cleared outward - - - - - - -	111	7	2			
Pit wood, at - - 1 *s.* per ton	4	18	–			
Stone, at - - - 4 *d.* per ton	370	14	5			
Furniture - - - - -	–	1	6			
Superphosphate of lime, at 1 *s.* per ton	–	13	–			
The pier light - - - - -	11	8	–			
				698	15	6

(B.)—GROSS EXPENDITURE for the Year ending 1 Sept. 1863.

MANAGEMENT.	£.	s.	d.	£.	s.	d.
Salaries, &c.:						
The Cobb clerk's salary - - -	15	–	–			
The treasurer's ditto - - -	10	–	–			
The harbour master's ditto (1¼ year) -	31	5	–			
Commission on harbour dues - -	49	7	3			
Stationery and stamps - - -	1	1	9			
				106	14	–
New Works:						
Cost of extension of the north wall -	172	16	9			
Expended on the extension of the outer pier - - - - - - -	440	13	4			
				613	10	1
General repairs, &c. - - - -	–	–		195	11	3
Interest—¼ year on mortgage to borough fund - - - - - - -	–	–		17	10	–
Police - - - - - - -	–	–		42	12	6
Lighting the pier lamps - - - -	–	–		43	–	–
Miscellaneous expenses - - - -	–	–		11	16	11
			£.	1,030	14	9

(A.)—GROSS INCOME for the Year ending 1 Sept. 1864.

IMPORTS.	£.	s.	d.	£.	s.	d.
Register tonnage on vessels entered inward - - - - - - -	31	19	4			
Register tonnage on vessels seeking refuge - - - - - - -	3	8	4			
Culm, at - - - 6 *d.* per ton	31	9	–			
Coals, at - - - 6 *d.* „	88	12	6			
Grain, at - - 1 *s.* per 10 qrs.	1	18	8			
Timber, at - - 2 *s.* per load	3	9	–			
Superphosphate of lime, at 1 *s.* per ton	6	–	–			
Groceries, &c. at - 1 *s.* „	–	18	9			
Iron, at - - - 1 *s.* „	1	3	–			
Slates, at - - - 1 *s.* „	1	–	–			
£.	169	18	7			
EXPORTS.						
Register tonnage on vessels cleared outward - - - - - - -	132	11	–			
Stone, at - - 4 *d.* per ton	516	4	11			
Pit wood, at - - 1 *s.* „	2	1	6			
Lime, at - - - 1 *s.* „	2	12	9			
Sundries - - - - - -	–	11	10			
The pier light - - - - -	11	17	6			
				835	18	1

(B.)—GROSS EXPENDITURE for the Year ending 1 Sept. 1864.

MANAGEMENT.	£.	s.	d.	£.	s.	d.
Salaries, &c.:						
The Cobb clerk's salary - - -	15	–	–			
The treasurer's ditto - - -	10	–	–			
The harbour master's ditto - -	25	–	–			
Commission on harbour dues collected -	31	8	6			
Printing, stamps, and stationery - -	2	9	11			
				83	18	5
New Works:						
Expended on the extension of the outer pier - - - - - - -	–	–		506	7	6
General repairs - - - -	–	–		234	15	10
Interest—1¾ year on mortgage to borough fund - - - - - - -	–	–		122	10	–
Police - - - - - - -	–	–		42	12	6
Lighting the pier lamps - - - -	–	–		43	–	–
Miscellaneous expenses - - - -	–	–		13	12	3
			£.	1,046	16	6

(C.)—A Loan from the Borough Fund of 1,200 *l.*, at 5 *l.* per cent. per annum, payable on demand.

ANSWER TO QUESTION 20.

The Estimated Gross and Net Income of the Harbour.	£.	s.	d.
The estimated gross income - - - - - -	825	–	–
Estimated expenditure* - - - - - - -	397	12	6
Net Income - - - - - - - £.	427	7	6

II. The Estimated Expenditure.	£.	s.	d.
A. Cost of maintenance - - - - - -	86	10	–
B. Cost of repairs - - - - - - -	150	–	–
C. Repayments of instalments of principal - - -	—		
1. To existing creditors - - - - -	—		
D. Payments of interests - - - - -	—		
1. To existing creditors - - - - -	60	–	–
Police - - - - - - - - -	42	12	6
Lighting the pier lamps - - - - -	43	–	–
Miscellaneous expenses - - - - -	15	10	–
*£.	397	12	6

* The above estimate is based on the income of the harbour for the past five years, but an increase is anticipated :—
From the recent erection of two cement manufactories in the vicinity of the harbour : From the greater facilities afforded for loading and discharging essels : From the greater security offered to vessels using the port ; the present unsatisfactory shelter having, for many years past, proved very rejudicial to the export trade during the winter months, and from the great advantage this port will present as a harbour of refuge ; it being the only ort between Portland and the Berryhead which a vessel can, with any degree of safety, run for, when embayed in a gale of wind from the south or south-west.

Enclosure 2, in No. 3.

HARBOUR OF LYME REGIS.

ESTIMATE.

		£.	s.	d.
	Dredging for deepening harbour	2,500	–	–
Walls	Inside harbour	2,664	–	–
	Heightening portion of northern wall	490	–	–
	From northern wall to highwater mark	848	–	–
	From highwater mark to Lower Road	258	–	–
	£.	6,760	–	–
	Contingencies and superintendence	1,240	–	–
	£.	8,000	–	–

13 November 1865. *John Hawkshaw.*

— No. 4. —

(H.—6236.)

The Secretary Board of Trade, to Mr. *R. Hillman.*

Sir, Board of Trade, 16 February 1866.

WITH reference to the application made by the Mayor and Town Council of the Borough of Lyme Regis, under "The Harbours and Passing Tolls, &c Act, 1861," for the sanction of this Board to the borrowing by the Corporation of the sum of 6,500 *l.* from the Public Works Loan Commissioners, I am directed by the Board of Trade to acquaint you, that the application has, with the relative documents, been forwarded to the Loan Commissioners, together with a formal approval by this Board of the loan in question.

A copy of the approval is enclosed.

I am, &c.

R. Hillman, Esq., (signed) *T. H. Farrer.*
Lyme Regis.

Enclosure in No. 4.

WHEREAS by the Harbours and Passing Tolls, &c., Act, 1861, it is provided that the Public Works Loan Commissioners may, out of the funds for the time being at their disposal, or provided by Parliament for the purpose, advance to any harbour authority for the purpose of constructing, improving, maintaining, or lighting any public harbour, or for carrying into effect any other shipping purpose, such sum or sums of money as may be required, subject to certain regulations in the said Act contained.

And whereas one of the said regulations is to the effect that no harbour authority shall borrow any money from the said Commissioners under the said Act, without the approval of the Board of Trade in writing, signed by one of their Secretaries.

And whereas the Mayor and Burgesses of Lyme Regis, being a harbour authority within the meaning of the said Act, are desirous of borrowing from the said Commissioners the sum of Six thousand five hundred pounds (6,500 *l.*), for the purposes in that behalf, in the said Act mentioned, and have applied to the Board of Trade to give their approval of such borrowing.

Now this is to signify, that the Board of Trade, having considered the said application, give their approval to the borrowing by the said harbour authority, of a sum not exceeding Six thousand five hundred pounds (6,500 *l.*), from the said Public Works Loan Commissioners for the purposes aforesaid.

Dated the 16th day of February 1866.

Board of Trade. (signed) *T. H. Farrer,* Secretary.

— III. —

CORRESPONDENCE between the Public Works' Loan Board, and the Corporation of *Lyme Regis*, from 1864 to 19 June 1866.

— No. 1. —

Mr. *R. Hillman*, Junior, to Mr. *W. W. Willink.*

Lyme Regis Harbour.

Sir, Lyme Regis, 19 December 1865.

I AM instructed by the Corporation of this Borough to inform you, on behalf of the Public Works' Loan Commissioners, that they are desirous of borrowing from your Board the sum of 6,500 *l.*, under the provisions of the 24 & 25 Vict., cap. 47, and 25 & 26 Vict., cap. 69, to be secured upon the shipping tolls received by the Corporation, and to be applied in certain improvements of this harbour.

Plans of the proposed works have been already submitted to the Board of Trade, who have sanctioned their being done. The Corporation are informed by Mr. Hawkshaw, by whom the works have been designed, that the Board of Trade has forwarded to your office the documents furnished to them, and that he will prepare and forward to you tracings of the proposed works. The Corporation, therefore, hope that your Board will be pleased to grant them the loan they require.

I have, &c.

W. W. Willink, Esq., (signed) *R. Hillman*, Junior,
Public Works' Loan Office. Cobb Clerk.

— No. 2. —

Mr. *W. W. Willink*, to Mr. *R. Hillman*, Junior.

Sir, Public Works' Loan Office, 20 December 1865.

I AM directed to acknowledge the receipt of your letter of the 19th instant, and to inform you that up to the present time no communication has been received from the Board of Trade on the subject of the Lyme Regis Harbour by this Department.

I am, &c.
(signed) *W. W. Willink*, Secretary.

R. Hillman, Junior, Esq.,
Lyme Regis.

— No. 3. —

Mr. *R. Hillman*, Junior, to Mr. *W. W. Willink.*

Sir, Lyme Regis, 21 December 1865.

WITH reference to your communication received this day, I beg to send you, on the other side, a copy of a letter addressed to Mr. Hawkshaw by the Board of Trade, copy of which was forwarded by him to me on the 18th instant.

I am, &c.

W. W. Willink, Esq., (signed) *R. Hillman*, Junior.
Public Works' Loan Office.

Enclosure in No. 3.

Board of Trade, 18 December 1865.

Mr. Farrer presents his compliments to Mr. Hawkshaw, and requests that he will be good enough to have prepared and forwarded to this office tracings of the proposed improvements at the above harbour. Plans were received in duplicate, and have been assented to by the Board of Trade, one copy being forwarded to the applicants, and one retained. But a third copy is required for transmission to the Public Works' Loan Commissioners, to whom the other documents in support of the application have already been sent.

John Hawkshaw, Esq., C.E.

— No. 4. —

Mr. *R. Hillman*, Junior, to Mr. *W. W. Willink*.

Sir, Lyme Regis, 12 February 1866.

With reference to the communication which I had the honour to address to you on behalf of your Board on the 19th of December last, and also on the 21st of December, may I be permitted to inquire whether it is likely that the Board will be able to give the Corporation an early reply to their request.

Our harbour is in want of repairs, and the Corporation are unwilling to expend much money at present upon it, whilst the result of their application is uncertain.

I am, &c.

W. W. Willink, Esq., &c. &c. &c. (signed) *R. Hillman*, Junior, Cobb Clerk.

— No. 5. —

Mr. *W. W. Willink*, to Mr. *R. Hillman*, Junior.

Sir, Public Works' Loan Office, 13 February 1866.

I am directed to acknowledge the receipt of your letter, dated the 12th instant, and to inform you that the proceedings relating to the subject therein referred to have not arrived at a stage at which any communication can be made to the Corporation in respect thereof.

I am, &c.

R. Hillman, Junior, Esq., Lyme Regis. (signed) *W. W. Willink*, Secretary.

— No. 6. —

(No. 40 H.)

Mr. *W. W. Willink*, to Mr. *R. Hillman*, Junior.

Sir, Public Works' Loan Office, 2 March 1866.

I am directed to inform you, that the Public Works' Loan Commissioners having had the application of the Corporation of Lyme Regis for a loan of 6,500 *l.* under consideration, have resolved that a loan to the extent of 4000 *l.* be granted, on the security of a mortgage of the harbour revenues, such loan to be advanced by two instalments of 2,000 *l.* each; the first, upon production of evidence, to the satisfaction of this Board, of the expenditure of the sum of 2,000 *l.* to be raised by the applicants; and the second, upon production of like evidence of the expenditure of the first instalment, and of a further sum of 2,000 *l.* to be raised by the applicants, making a total expenditure of 6,000 *l.* Each advance to be secured by a mortgage of the harbour, and the revenues derivable therefrom, with priority over all incumbrances, and to be paid as follows,

follows, viz.: interest at 3¼ per cent. during the first two years from the date of advance; and the principal, by 48 annual instalments of 41 *l.* 13 *s.* 4 *d.*, with interest annually, at the same rate, on the principal from time to time remaining unpaid; the first payment of principal to be made at the expiration of the third year from the date of advance.

The foregoing Resolution is passed, subject to the production of a contract to the satisfaction of this Board for the due execution of the works, at a sum not exceeding the estimate, and to the Board's solicitors being satisfied that all the requirements of the Acts of Parliament applicable to the case have been sufficiently complied with.

I am, &c.
(signed) *W. W. Willink*, Secretary.

R. Hillman, Junior, Esq.,
Lyme Regis.

— No. 7.—

(No. 40 H.)

Mr. *R. W. Hillman*, to Mr. *W. W. Willink*.

Sir, Lyme Regis, 12 March 1866.

I AM directed by the Corporation of this Borough to acknowledge the receipt of your letter of the 2d instant, and to inform you that the Corporation intend advertising for tenders from contractors, to enable them to ascertain the actual cost of the works; as soon as this has been done, the Corporation will again communicate with your Board.

I am, &c.
(signed) *R. W. Hillman*, Clerk.

W. W. Willink, Esq.,
&c. &c. &c.

— No. 8.—

(No. 40 H.)

Mr. *R. W. Hillman*, to Mr. *W. W. Willink*.

Sir, Lyme Regis, 16 April 1866.

WITH reference to your letter, dated the 2d March last, on this subject, I should feel much obliged if you could inform me whether there is any power for the harbour authorities to raise money for Improvements, by mortgage of tolls, in cases where the special Act does not confer any borrowing powers, excepting from your office. You offer us 4,000 *l.* on condition that we raise 4,000 *l.* from other sources. Does any *general* Act of Parliament give us the necessary power to do this?

Your reply will be esteemed a favour by

Yours, &c.,
(signed) *R. W. Hillman.*

W. W. Willink, Esq.,
&c. &c. &c.

— No. 9. —

(No. 40 H.)

Mr. *E. R. Spearman*, to Mr. *R. W. Hillman.*

Sir, Public Works' Loan Office, 17 April 1866.

I AM directed to acknowledge the receipt of your letter dated the 16th instant, and to inform you that this Department declines to answer legal questions not affecting loans made or to be made by this Board.

I am, &c.
(signed) *E. R. Spearman*,
Assistant Secretary.

R. W. Hillman, Esq.,
Lyme Regis.

LYME REGIS.

COPIES of all Correspondence between the Board of Trade and the Corporation of *Lyme Regis* since 1864 up to the present time; and, of a Petition from the Inhabitants of *Lyme Regis*, presented to the Board of Trade in 1865; also, Copy of Correspondence between the Public Works Loan Board and the Corporation of *Lyme Regis*, from 1864 to 19 June 1866.

(*Mr. Treeby.*)

Ordered, by The House of Commons, *to be Printed,*
30 *July* 1866.

451.

Under 3 *oz.*

PORTPATRICK HARBOUR.

RETURN to an Order of the Honourable The House of Commons, dated 13 March 1866;—*for*,

A COPY "of all CORRESPONDENCE between the Secretary to the Admiralty and the Secretary to the Board of Trade, and the Chairman and Secretary of the Portpatrick Railway Company, relative to the proposed Improvements in PORTPATRICK HARBOUR (in continuation of Parliamentary Paper, No. 159, of Session 1860)."

Board of Trade,
9 May 1866.

T. H. FARRER,
Secretary.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 24 March 1860.

IN reference to your letter of the 4th of February last, wherein you state that you are authorised by the Directors of the Portpatrick Railway Company to inform the Lords Commissioners of the Admiralty that they will undertake to get the ground at Portpatrick (required for the construction of the Tidal Basin proposed to be executed by the Admiralty) at an annual rent of 5*l.* per acre, in perpetuity, in lieu of the present lease of the land from year to year, I am directed by my Lords to state that every difficulty will be removed by the offer above mentioned, and that they assent to the proposition.

The land required for the construction of the Steam Packet Basin, the Quays for the same, and approaches thereto, are shown on a plan herewith forwarded.

The portion of land thereon coloured blue, over which the tide flowed in 1819, as shown on a plan drawn by Mr. Rennie about that time, it is assumed belongs to the Crown; and the remainder of the land, coloured yellow, appears to belong to the proprietor of the estate of Dunskey, which land my Lords understand will be acquired in perpetuity, at a rental of 5*l.* per acre; but their Lordships are not aware whether the acreage is Scottish or English.

Their Lordships have transmitted a similar plan to Captain Hawes, in charge of the harbour and other works at Portpatrick, with whom their Lordships wish the Railway Company will confer in respect to any difficulty or disagreement as to bounds, &c.

I am, &c.
(signed) *W. G. Romaine.*

To the Secretary to the
Portpatrick Railway Company,
Stranraer.

* Plan not included in this Return.

Note.—*There are several letters in this Return which do not come strictly within the terms of the Order (for instance, Letter of* 30 *October* 1861, *at p.* 13, *from the Admiralty Solicitor to the Secretary to the Admiralty), but as the correspondence would have been incomplete without them, it has been thought better to add them, the more especially as* some *of them would have appeared as enclosures to other letters at a later period in the correspondence.*

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Admiralty, 14 April 1860.

Sir,

I AM commanded by the Lords Commissioners of the Admiralty to refer to their Lordships' letter to you of the 24th of March last, on the subject of the land required by the Admiralty for the formation of the Tidal Basin at Portpatrick, and I am to request that their Lordships may be favoured with a reply thereto, with as little delay as possible.

I am, &c.
(signed) *W. G. Romaine*

To the Secretary to the
Portpatrick Railway Company,
Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Stranraer, 23 April 1860.

Sir,

I DULY received your letters of 24th ultimo and 14th instant.

I have not yet succeeded in arranging with the proprietor of the estate of Dunskey, as to what proportion of the ground required for the new basin at Portpatrick, belongs to the Crown, and the extent for which he has to be paid, but I expect in the course of a week or 10 days to get this done, and shall thereafter communicate with you. In the meantime the proprietor of Dunskey consents to operations being commenced, and I have settled the principle on which the land belonging to him is to be acquired.

The land for the railway is all taken by Imperial or English measure, and I presume the same measurement will apply to the land required for the proposed basin.

I have, &c.
(signed) *A. C. Ingram.*

W. G. Romaine, Esq.
Secretary to the Admiralty.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Admiralty, 24 April 1860.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your communication of the 23d instant, referring to the ground required for the construction of a Steam Packet Basin, for the use of the vessels of the Portpatrick Railway Company, at Portpatrick.

It appears to my Lords necessary that the Directors of the Company should learn that the Harbour of Donaghadee is now being deepened and improved for the steam boat communication between the two ports, and that the contract to construct the basin at Portpatrick will be drawn up as soon as possession of the land has been acquired in perpetuity.

It appears from careful plans taken in 1819, showing the land in question, and how much belongs to the owner of the Dunskey estate, and how much to the Crown (as being below high-water mark), that the portion belonging to the Dunskey estate, measures 1 acre and 39 perches, English measure, say 1 acre and 1 rood. It follows, therefore, that the sum to be paid by my Lords to the Railway Company will be 6*l.* 5*s.* per annum, and their Lordships trust that the same will be accepted as satisfactory to the Railway Company, and that as little time as possible may be lost in the commencement of the works; for although the season has not yet been favourable, it is important that no further time be wasted.

Captain

Captain Hawes entirely concurs that the lines shown on Mr. Rennie's map of 1819, show the true demarcation of the lands of the Dunskey estate and of the Crown.

I am, &c.
(signed) *W. G. Romaine.*

A. Ingram, Esq., Secretary to the Portpatrick Railway Company, Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Sir, Stranraer, 30 April 1860.

I HAVE to acknowledge the receipt of your letter of 24th instant, and I am authorised by my Directors to state that they will accept of the sum of 6 *l.* 5 *s.* per annum, to be paid by the Lords Commissioners of the Admiralty, as the price of the portion of ground required from the estate of Dunskey, for the proposed basin at Portpatrick Harbour, provided the Admiralty will make available to the Railway Company, free of charge, such portion, if any, of the ground claimed by the Crown, and marked blue on the plan transmitted to me with your letter of 24th March last, as may be required for the purposes of the railway. On this understanding the operations for constructing the proposed basin may be immediately proceeded with, and my Directors engage that a title to the land required from Dunskey, will be obtained in favour of the Crown, as soon as the necessary preliminaries are arranged with the proprietor of the estate at Dunskey.

I have, &c.
(signed) *A. C. Ingram.*

W. G. Romaine, Esq.,
Secretary to the Admiralty.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 4 May 1860.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 30th of April last, in which you state that the Portpatrick Railway Company will agree to the rent of 6 *l.* 5 *s.* per annum, in perpetuity, for the site of the proposed packet basin at Portpatrick; and, with reference thereto, I am directed to request that you will forward a draft conveyance of the same for their Lordships' approval, drawn up in accordance with the terms agreed upon.

As regards the Government lands adjoining the said basin, it is their Lordships' wish and intention that such lands as shall be necessary for the terminus at the basin, and for the quays and landing-places there, should be leased to the Company.

Their Lordships will therefore be glad to receive a plan of the site in question, showing the proposed works of the Company at and near the basin, and the land likely to be required by them.

I am, &c.
(signed) *W. G. Romaine.*

A. Ingram, Esq., Secretary to the Portpatrick Railway Company, Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Sir, Stranraer, 9 May 1860.

I BEG to acknowledge receipt of your letter of the 4th May current, requesting plan of site of proposed packet basin at Portpatrick, showing the proposed works of this Company at and near the basin.

I have directed this Company's engineer to prepare a plan of the proposed works, and shall forward it to you as soon as completed.

A draft conveyance of the land required for the packet basin will also be sent you as soon as possible.

I am, &c.

W. G. Romaine, Esq., Secretary to the Admiralty.

(signed) *A. C. Ingram*, Secretary.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 31 May 1860.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 9th instant, in which you state that the engineer to the Portpatrick Railway Company has been directed to prepare a plan showing the proposed works of the Company, at and near the proposed basin at Portpatrick, for their Lordships' information; and that a draft conveyance of the land required by their Lordships to be acquired in perpetuity, through the agency of the Railway Company, for the formation of such basin, should also be sent as soon as possible.

With reference thereto, I am directed to state, that, as the settlement of this lease is the only obstacle to the acceptance of a tender made to their Lordships for the construction of the works of the packet basin, and to the vigorous prosecution of such works, my Lords are desirous that no further delay should take place in the matter, but that the draft conveyance should be submitted for their approval forthwith.

I am, &c.

(signed) *W. G. Romaine.*

A. Ingram, Esq., Secretary to the Portpatrick Railway Company, Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,

Sir, Stranraer, 7 June 1860.

I DULY received your letter of the 31st ultimo; I regret that circumstances over which we have no control prevent me sending you, immediately, a draft conveyance of the ground required for the new basin at Portpatrick. Before this Company can grant a conveyance to the Admiralty, they must get a title from the proprietor of Dunskey, who is a minor; and, the property being entailed, greater delay has arisen than in an ordinary case; and, even now, the agents of the proprietor are not prepared to complete the Company's title.

The Company, as I formerly explained, have, under the powers in their Act, made arrangements with the proprietor to give immediate possession of the ground required for the basin, on terms which have been mutually agreed upon, and my Directors are prepared to put the Admiralty in possession under that agreement, and to come under a binding obligation to obtain a proper title to the land in perpetuity for the sum of 6 *l.* 5 *s.* per annum, as proposed in your letter of 24th April last. I think, therefore, there should not, on this account, be any obstacle to the acceptance of the tender for the harbour works, as the Railway Company are prepared to take the responsibility of giving immediate possession and making a sufficient title forthcoming to the Admiralty within a reasonable time.

If, however, the Lords Commissioners of the Admiralty should insist upon the conveyance to them being completed before entering into the contract, it can be done by getting the proprietor of Dunskey to convey the land required for the basin direct to the Admiralty, which his agents inform me they are prepared to give at the same rate of feu duty as the Admiralty pay at present for other

other properties in Portpatrick. I do not know what that rate is, but I presume it is higher than the rate at which the Railway Company have undertaken to give for the ground.

I have, &c.

W. G. Romaine, Esq.,
Secretary to the Admiralty.

(signed) *A. C. Ingram*, Secretary.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 14 June 1860.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 7th instant, on the subject of the transfer of the land necessary for the formation of the packet basin at Portpatrick, and stating the reason of the delay in forwarding the draft conveyance for their Lordships' approval.

In reply, I am directed to acquaint you that their Lordships must prefer obtaining the land required through the Railway Company, but that until a conveyance thereof, on the terms proposed, has been made to the Admiralty, their Lordships do not feel justified in accepting any tender for the execution of the works.

If, however, the Railway Company will enter into an obligation to obtain a proper title to the land in perpetuity, for the sum of 6 *l.* 5 *s.* per annum, as proposed, their Lordships may, if they consider it a satisfactory document, be induced to proceed with the work forthwith.

I am, &c.

(signed) *W. G. Romaine.*

A. Ingram, Esq., Secretary to the
Portpatrick Railway Company,
Stranraer.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 20 June 1860.

I AM commanded by the Lords Commissioners of the Admiralty to acquaint you, that the factor on the Dunskey estate has given notice to their Lordships that if the "Long Store" and a yard on the south side of the harbour be occupied for the current year, it must be at the rental of 10 *l.* the year.

The Admiralty, as advised by their law agents, consider that the occupation of the premises, on the present term, cannot be voidable until Martinmas next, and as the Railway Company have power to acquire the Long Store under their Act of Parliament, this notice is given to the Company, in order that they may take such measures in the case as they may think necessary, acquainting the Admiralty with their decision thereon.

I am, &c.

A. Ingram, Esq., Secretary to the
Portpatrick Railway Company,
Stranraer.

(signed) *W. G. Romaine.*

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,

Sir, Stranraer, 22 June 1860.

I HAVE to acknowledge receipt of your letters of 14th and 20th instant, which I shall lay before my Directors at their first meeting.

I learn from the law agents of the proprietor of Dunskey that they do not admit the right of the Crown to the portion of land coloured blue on the plan

which accompanied your letter to me of 24th March last, and they seem disposed to throw obstacles in the way of our getting possession of it. They allege that you are at present, and have been for many years, paying a rent for the portion of ground now claimed. I have written to inquire whether they admit the Crown claim to any extent, and I shall communicate their answer to you.

I have, &c.

W. G. Romaine, Esq., (signed) *A. C. Ingram.*
Secretary to the Admiralty.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Dock.

Portpatrick Railway Company, Secretary's Office,
Sir, Stranraer, 30 June 1860.

I HAVE intimated to Messrs. Hunter, Blair & Cowan, W. S., Edinburgh, the agents for Mr. Blair, of Dunskey, that the Crown claims the portion of land at Portpatrick Harbour over which the tide flowed in 1819, as shown on plan drawn by Mr. Rennie about that time, and coloured blue on plan which you sent to me on 24th March last, but they reply, "We are not aware that the Crown has actually claimed any portion of the land belonging to the Dunskey estate at the harbour; at least, no such claim has been stated to us." In these circumstances I think it will be necessary for you to inform Messrs. Hunter, Blair & Cowan, that the Crown hold possession of the land coloured blue on the plan above referred to (being the portion over which the tide flowed in 1819) as Crown property, and ascertain whether they admit or deny the Crown's right thereto. It is necessary to have this settled, in order to fix the extent of ground to be included in the conveyance from the proprietor of Dunskey to the Railway Company.

I have, &c.

W. G. Romaine, Esq., (signed) *A. C. Ingram.*
Secretary to the Admiralty.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Packet Basin at Portpatrick.

Portpatrick Railway Company, Secretary's Office,
Sir, Stranraer, 21 July 1860.

WITH reference to your letters to me of 31st May, and 14th and 20th of June last, and my letters in reply, dated 7th, 22d, and 30th June, I am instructed by my Directors to inform you that the proprietor of the estate of Dunskey has agreed to admit the claim of the Crown to the portion of land at the harbour of Portpatrick over which the tide flowed in 1819, as shown on Mr. Rennie's plan, and my Directors have made arrangements to purchase, under the powers in the Company's Act, the "Long Store," mentioned in your letter of 20th June.

There is now no obstacle to the granting of a conveyance except the necessary legal formalities, which will occupy two or three weeks; but if it will facilitate the arrangements for concluding the contract for the works at the harbour, my Directors are prepared immediately to give such obligation under the Company's seal as the Admiralty may require, to obtain a proper title to the land in perpetuity, for the sum of 6 *l.* 5 *s.* per annum, as agreed upon.

I have, &c.

W. G. Romaine, Esq., (signed) *A. C. Ingram.*
Secretary to the Admiralty.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 28 July 1860.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of 21st of July instant, in which you state that you are instructed by the Directors of the Portpatrick Railway Company to inform their Lordships that the proprietor of the Dunskey estate has agreed to admit the claim of the Crown to the portion of land at the harbour of Portpatrick, over which the tide flowed in 1819, as shown on Mr. Rennie's plan, and that the Directors have made arrangements to purchase, under the powers of their Act, the "Long Store," mentioned in the Admiralty Letter of the 20th of June last.

In reply, I am directed to state that their Lordships are glad to learn that there is now no obstacle to the granting of the conveyance, except the necessary legal formalities, which you state will occupy two or three weeks; and my Lords have to request that those arrangements may be proceeded with, with as little delay as possible, as their Lordships are desirous that the harbour works may be proceeded with as early as practicable.

My Lords feel obliged by the Railway Company offering to give immediately such an obligation, under the Company's seal, as the Admiralty may require, to obtain a proper title to the land in perpetuity; but my Lords prefer to wait the short period alluded to as required for granting the conveyance, and I am to request that the Company will place itself in communication with Mr. Adamson, of Nelson-street, Edinburgh, the Admiralty Law Agent, relative to a good title being shown to the land in question, and so that the fee of the same may be effectually conveyed to their Lordships.

I am, &c.
(signed) *C. H. Pennell*,
Pro. Sec.

A. C. Ingram, Esq., Secretary to the Portpatrick Railway Company, Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Sir, Stranraer, 1 September 1860.

I AM in receipt of your letter of 28th July. I have used every means in my power to hasten the completion of the conveyance of the land at Portpatrick required for the new basin, and I am now positively assured that the conveyance to the Railway Company will be executed immediately. There is no obstacle whatever to its being granted, and I trust you will not allow this accidental delay to interfere with the preliminary arrangements for fixing the exact site of the basin, &c. As soon as I receive the conveyance in favour of the Company, I shall send it to Mr. Adamson to prepare a title to the Admiralty.

I am, &c.
(signed) *A. C. Ingram*, Sec.

W. G. Romaine, Esq., Secretary to the Admiralty.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 7 September 1860.

In reply to your letter of the 1st instant, I am commanded by my Lords Commissioners of the Admiralty to inform you that their Lordships cannot commence the works until the land has been actually and effectually conveyed to them.

I am, &c.
(signed) *W. G. Romaine.*

A. C. Ingram, Esq., Secretary to the
Portpatrick Railway Company,
Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Sir, Stranraer, 17 November 1860.

I beg to annex copy of a letter I have received from the contractors for executing the branch railway to the Harbour at Portpatrick. The works were suspended till it should be ascertained what plan was fixed upon by Government for the new basin at Portpatrick, in order that the railway works should suit the basin.

I shall be obliged to you to inform me whether the Admiralty have fixed upon any new plan, or whether the basin is to be executed in accordance with the plan formerly shown, as the railway works cannot now be delayed much longer, and when we may expect that operations will be commenced at the basin.

I am, &c.
The Secretary to the Admiralty. (signed) *A. C. Ingram.*

Copy of Letter referred to.

Portpatrick Railway.

Portpatrick Contract. Contractor's Office,
Dear Sir, Stranraer, 17 November 1860.

Not having heard anything about the Harbour Branch since you last requested me to stop proceedings, I beg again that you will get matters arranged, so that we can proceed with these works at once. I have been obliged to discharge some of the workmen. The fencing is all ready for fixing, and this delay of the works is become a serious matter.

I am, &c.
(signed) Pro *Thomas Nelson & Co.*,
Mr. Ingram. *Thos. Middleton.*

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 21 November 1860.

I am commanded by my Lords Commissioners of the Admiralty to acquaint you that when the land required for the formation of the proposed packet basin at Portpatrick shall have been conveyed by the Portpatrick Railway Company to the Admiralty, their Lordships will give the Company every facility for the construction of such works, as laying down tramways, erecting cranes, sheds, &c., as may be deemed necessary; but that plans of the same must be first communicated to Her Majesty's Harbour Master, to be submitted to their Lordships for approval.

I am

I am also to acquaint you that, on the completion of the basin, my Lords will give the Company every facility for the use of the basin and its quays, for the Packet Service.

I am, &c.
(signed) *W. G. Romaine.*

A. Ingram, Esq., Secretary to the Port Patrick Railway Company, Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Stranraer, 26 November, 1860.

Sir,

I AM in receipt of your letter, dated 21st instant, and I am requested by my Directors to inform you that on the 2nd instant I sent to Mr. D. M. Adamson, the Admiralty's Law Agent in Edinburgh, the conveyance of the land required for the new Basin at Portpatrick, duly executed by the Railway Company, and therefore so far as this Company is concerned the title to the land is completed.

I have further to inform you, that the works on the portion of the line between Stranraer and Portpatrick are far advanced, and my Directors trust that the works for improvement of the harbour will be commenced without delay, to admit of the railway being available for traffic on its completion in September 1861.

I have, &c.
(signed) *A. C. Ingram.*

W. G. Romaine, Esq.,
Secretary to the Admiralty.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Stranraer, 17 January 1861.

Sir,

I AM requested by my Directors to inquire when the works for improvement of the Harbour at Portpatrick are to be commenced. I have to remind you that, by Treasury Minute, dated 21st July 1857, the Lords of the Treasury state, "they will be prepared, in communication with the Railway Company, to take such steps as shall be requisite in order to secure the completion of the works in the harbour, so that they shall be concluded at least as soon as the Railway Company shall be in a condition to use it in connection with their line."

The railway works are now far advanced, and the contractor is bound to have the line completed up to Portpatrick by the 1st of September next, but nothing has yet been done to the harbour, although the title to the land, which was formerly assigned as the cause of delay, was completed in November, and there is every probability that the railway will be ready for traffic long before the harbour is finished, and a great portion of the line will thus be left unproductive.

I have, &c.
(signed) *A. C. Ingram,*
Secretary.

W. G. Romaine, Esq.,
Secretary to the Admiralty.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Stranraer, 15 March 1861.

Sir,

WITH reference to my letter to you of 17th January last, I am requested by my Directors to inquire whether the works for improvement of the Harbour at Portpatrick have been contracted for, and when they are to be commenced.

I have, &c.
(signed) *A. C. Ingram,*
Secretary.

W. G. Romaine, Esq.,
Secretary to the Admiralty.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Admiralty, 19 March 1861.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 15th instant, requesting information as to whether the works for the improvement of the Harbour of Portpatrick have been contracted for, and when they are likely to be commenced.

In reply, I am directed to acquaint you that the works have been contracted for, and will be commenced as early as practicable. The engineer and contractor will probably be at Portpatrick in the course of this week.

I am, &c.
(signed) *W. G. Romaine.*

A. Ingram, Esq., Secretary to the
Portpatrick Railway Company,
Stranraer.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Admiralty, 6 May 1861.

Sir,

WITH reference to the proposed works of the Portpatrick Railway Company at Portpatrick, as authorised by the Act of 1857, I am commanded by my Lords Commissioners of the Admiralty to remind you that, up to this date, no application has been made to their Lordships by the Company with respect to the transfer of the freehold land at and near the harbour yard, now in the possession of the Admiralty, to the Railway Company, for the purposes of the railway; and I am therefore directed to request that the Company will, without loss of time, forward to their Lordships a plan, with the position and amount of the ground required marked thereon; when their Lordships will give the subject consideration, and inform the Company what amount of compensation will be required for the land.

I am, &c.
(signed) *W. G. Romaine.*

The Secretary to the
Portpatrick Railway Company,
Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Stranraer, 11 May 1861.

Sir,

I DULY received your letter of the 6th instant, and now beg to send notices and plans, showing the ground required from the Admiralty for the purposes of this railway, and I shall be obliged by your sending me the duplicates or copies of the notices, with a note indorsed thereon holding the same as duly intimated.

Please also inform me, as early as possible, on what terms the Admiralty will give possession of the ground, which is now immediately required; and it is hoped the Admiralty will consent to the Company entering into possession without delay.

These notices would have been sent sooner, but the delay in commencing the harbour operations prevented the Company fixing the exact position of the line, and the plans have only recently been prepared.

I have, &c.
(signed) *A. C. Ingram,*
Secretary.

W. G. Romaine, Esq.,
Secretary to the Admiralty.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 15 May 1861.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 11th instant, with plans showing the ground belonging to the Admiralty at Portpatrick, which is required by the Railway Company for the construction of their line; and with reference thereto, I am directed to acquaint you that the subject is under consideration; but I am to request that the officers of the Railway Company may be directed not to interfere with the Admiralty property, until the proper legal arrangements have been made relative to the case.

I am, &c.

A. Ingram, Esq., Secretary to the Portpatrick Railway Company, Stranraer. (signed) *W. G. Romaine.*

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,

Sir, Stranraer, 30 May 1861.

WITH reference to your letter to me of the 15th instant, relative to the ground at Portpatrick required by this Company for the construction of their line, I have to inform you that the delay in giving the Company possession is causing a serious interruption to the works, and as no claim has yet been lodged, we are unable to avail ourselves of the powers in the Act to consign the amount claimed, and enter into possession. It cannot be the intention of the Admiralty to interrupt the progress of the works; but the fact is that every day's delay gives the contractor occasion to complain, and he has already intimated a claim for damages on account of the delay. I have arranged with the tenant (Mr. Hannay) to get possession, so far as he is concerned, on a day's notice, and I trust the Admiralty will direct their attention to give the Company permission to proceed, without further hindrance; reserving their claim, which can be determined in the usual way, after the Company is in possession.

I have, &c.

W. G. Romaine, Esq., Secretary, Admiralty. (signed) *A. C. Ingram,* Secretary.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 10 June 1861.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 30th of May, urging their Lordships to allow the Portpatrick Railway Company to take possession of the ground required for the formation of their line, and now the property of their Lordships, without any further delay, reserving their claim for compensation, which you suggest can be determined in the usual way after the Company are in possession.

In reply, I am directed to acquaint you that as the line is proposed to be carried through the Admiralty Yard, cutting it into two equal parts, and destroying its utility for the purposes of Government, their Lordships must require full compensation for the loss of the yard and workshops, and a surveyor and valuer is now employed estimating the price to be fixed for the property, and until this has been completed, their Lordships cannot deliver up the property.

I am, &c.

A. C. Ingram, Esq., Secretary to the Portpatrick Railway Company, Stranraer. (signed) *W. G. Romaine.*

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Stranraer, 13 June 1861.

Sir,

I AM requested by my Directors to acknowledge receipt of your letter of 10th instant, and I am to inform you that the Company will be subjected in a serious claim of damages at the contractor's instance, from delay in giving possession of the portion of land required from the Admiralty for construction of the branch to Portpatrick Harbour. Had you made a claim, as requested in the notice sent to you on 11th May, we would have consigned the amount, and have got possession without farther delay; and as it is of great importance to the progress of the works that possession be given to the contractor immediately, the Company will be under the necessity of applying to the sheriff of the county, in terms of the 89th section of the "Lands Clauses Consolidation (Scotland) Act, 1845," to authorise them to enter into possession; but I trust the necessity for this will be prevented by your consent being given, and the Company will deposit such sum by way of security as you may deem necessary, until the amount of compensation is determined by arbitration or otherwise.

I have, &c.
(signed) *A. C. Ingram,*
Secretary.

W. G. Romaine, Esq.
Secretary to the Admiralty.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Admiralty, 19 June 1861.

Sir,

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 13th instant, urging their Lordships to authorise the Railway Company to enter into possession of the land belonging to the Admiralty, at Portpatrick, required by the Company for the formation of their line, and offering to deposit such sum, by way of security, as might be deemed necessary, until the amount of compensation is determined by arbitration or otherwise.

In reply, I am directed to acquaint you, that it appears to my Lords to be the most simple and easy mode of proceeding, for the Company to deposit a sum of 1,000 *l.* with the Admiralty at once, leaving any excess above that sum, to be paid by the Company on the completion of the valuation of the property now in progress.

On the 1,000 *l.* being paid, the Company will be allowed to take possession of the ground, it being clearly understood that the 1,000 *l.* is only a deposit on account of the full amount estimated by the valuer, and which it is believed is about 1,500 *l.*

I am, &c.
(signed) *W. G. Romaine.*

A. C. Ingram, Esq., Secretary to the
Portpatrick Railway Company,
Stranraer.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Admiralty, 30 September 1861.

Sir,

INFORMATION having reached the Lords Commissioners of the Admiralty, to the effect that the Portpatrick Railway Company are about to appropriate 10 feet in width of the proposed quay at the north end of the dock at Portpatrick, for the purpose of erecting a booking-office, reducing the quay in width thereby

thereby from 50 to 40 feet, I am commanded by my Lords to request, that you will give directions to the contractor for the railway works, to set back the works, so as to leave a clear width of 50 feet for quayage, between the dock and the railway works.

I am, &c.
(signed) *C. Paget.*

To the Secretary to the
Portpatrick Railway Company,
Stranraer.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Stranraer, 5 October 1861.

My Lord,

I AM in receipt of your Lordship's letter dated 30th ultimo, requesting that the works for the booking office at Portpatrick be set back, so as to leave a clear width of 50 feet for quayage, and I have given instructions accordingly.

I have, &c.
(signed) *A. C. Ingram,* Secretary.

Lord Clarence Paget,
Secretary to the Admiralty.

The Admiralty Solicitor, to the Secretary to the Admiralty.

Portpatrick.

Lancaster-place, 30 October 1861.

Sir,

WITH reference to the sale by my Lords Commissioners of the Admiralty to the Portpatrick Railway Company of Admiralty premises at Portpatrick Harbour, I take the liberty of forwarding herewith a letter dated the 29th instant, which I have received from Mr. Adamson, the Admiralty Law Agent at Edinburgh, and also the enclosure which it covered; and I wait their Lordships' directions upon the subject. 29 October 1861.

I have, &c.
(signed) *William Frogatt Robson.*

W. G. Romaine, Esq., C.B.
&c. &c. &c.

(Enclosure.

Mr. *Adamson*, to Mr. *Robson*.

Portpatrick.

Edinburgh, 16, Nelson-street, 29 October 1861.

Dear Sir,

CAPTAIN VETCH called here last week, but unfortunately I was from home; my partner, however, saw him, and ascertained that he had been to see the works at Portpatrick, and was of opinion that the Admiralty has already building suitable for their workshops, and that instead of taking ground and money to build workshops upon it, the claim against the railway should be wholly for money in return for the ground and works they have taken. As I was led to think, from my interview with Captain Hawes, that it would be a great convenience to have the works on the ground proposed to be given by the correspondence herewith sent, I rather encouraged that view, but will now write the Secretary that a sum in money will be preferred. I shall, however, wait till I hear from you on the subject, and in the meantime send the copy correspondence I have had with the Secretary of the Railway Company, that you may see what progress has been made. Sub-Enclosure.

Yours, &c.
(signed) *D. M. Adamson.*

William F. Robson, Esq.

(Sub-Enclosure).

COPY of CORRESPONDENCE between *Alexander Ingram*, Esq., and *D. M. Adamson.*

Mr. *Ingram*, to Mr. *Adamson.*

Admiralty Claim at Portpatrick.

Portpatrick Railway Company, Secretary's Office,
Dear Sir, Stranraer, 2 October 1861.

WITH a view to the settlement of this claim, I am now authorised to make the following offer, viz.: That the Railway Company, in lieu of the Admiralty yard intersected by the Railway, and of the buildings erected thereon, will give to the Admiralty a piece of ground of the same extent beyond the burn on the south side of the Railway, and will provide for the use of the Admiralty such buildings as shall be requisite for the accommodation of the Admiralty, not exceeding in extent the buildings on the yard now possessed by the Admiralty, the Admiralty continuing to pay to the Railway Company, or to the proprietor of Dunskey, for the new yard the same feu duty as at present, and the Railway Company will, on that account, relieve the Admiralty of the feu duty on the present yard.

I shall be glad to hear whether this proposal meets the approval of the Admiralty.

I am, &c.
D. M. Adamson, Esq. (signed) *A. C. Ingram*, Secretary.

Mr. *Adamson*, to Mr. *Ingram.*

Dear Sir, Edinburgh, 16, Nelson-street, 7 October 1861.

I RECEIVED your favour of the 2d on my return to town to-day.

I think the proposal you make is likely to form the basis of a settlement with the Admiralty, but before I submit the matter to their Lordships for their consideration, I will thank you to say—

1st. Whether the ground beyond the burn to be given in exchange is to be of the same breadth and length as the Admiralty's present ground, and facing the dock, or road along the dock, or whether it is to be an acre taken from the dock on the one side and back street, or road on the other along the burn; and,

2dly. What sum you are disposed to give the Admiralty to build their own works in lieu of the old ones.

An early answer will oblige.

Yours, &c.
Alexander Ingram, Esq., Stranraer. (signed) *D. M. Adamson.*

Mr. *Ingram*, to Mr. *Adamson.*

Portpatrick Railway Company, Secretary's Office,
Dear Sir, Stranraer, 12 October 1861.

I DULY received your letter of the 7th, which I shall submit to my Directors at an early meeting, and in the meantime I have asked our engineer to make a tracing of the ground to be offered in exchange for the Admiralty yard, which I shall send to you.

I am, &c.
D. M. Adamson, Esq. (signed) *A. C. Ingram.*

The Secretary to the Admiralty, to the Admiralty Solicitor.

Solicitor, Admiralty, 8 November 1861.

WITH reference to your letter of the 30th of October last, forwarding copy of the correspondence between Mr. Adamson, the Admiralty Law Agent at Edinburgh, and the Secretary to the Railway Company, on the subject of the sale of the Admiralty property at Portpatrick, I am directed to acquaint you that when a plan of the land, offered by the Company in exchange, is furnished, the subject will receive consideration.

By command of their Lordships,
W. G. Romaine.

The Admiralty Solicitor, to the Secretary to the Admiralty.

Portpatrick.—Purchase by Railway Company.

Sir, Lancaster-place, 14 November 1861.

With reference to your letter to me of the 8th instant (H.), whereby I was informed that, when a plan of the land offered by the Company in exchange is furnished, the above subject would receive consideration, I take the liberty of reporting to you, for the information of my Lords Commissioners of the Admiralty, that I wrote to Mr. Adamson relative to the plan, and I enclose a copy of a letter, dated the 12th instant, which I have received from him, and of the letter and plan therein referred to. 12 November 1861.

I am, &c.

W. G. Romaine, Esq., C.B. (signed) *Wm. F. Robson.*

(Enclosures.)

Dear Sir, 16, Nelson-street, Edinburgh, 12 November 1861.

By the same post which brought me your letter of yesterday's date, I received from the Secretary of the Portpatrick Railway Company the letter, of which a copy is annexed, with the enclosed tracing, 11 November 1861.

As I thought it desirable that Captain Vetch should see the position of the new dock on the tracing, I waited on the Company's engineer, and got him to put it down in a rough way in pencil.

I place considerable value on the ground the Admiralty is to get facing the dock, without any interruption, as any workshops required may be thrown to the back, and the frontage feued, so as to relieve the Government of the heavy feu duty which they have to pay.

It appears that in the event of the Admiralty taking this piece of ground in lieu of what they had, and receiving a sum to erect buildings, the feu duty of 17 *l.* 11 *s.* 8 *d.* is to be transferred from the old to the new property.

The sum of 400 *l.* proposed will, with the Long Store I believe, erect buildings pretty nearly equal to the value of the present works, but in the event of the front being reserved for feuing ground that building will of course be rendered useless. Having a front of upwards of 100 feet to the dock, it would form a most eligible position for an hotel, which will be needed if the passage becomes a favourite one.

I will be glad to hear Captain Vetch's views as to further arrangements.

Yours, &c.,

William Frogatt Robson, Esq., (signed) *D. M. Adamson.*
Solicitor of the Admiralty,
London.

Copy Letter, *Alexander Ingram*, Esq., Secretary Portpatrick Railway Company, to *D. M. Adamson*, S. S. C.

Dear Sir, Stranraer, 11 November 1861.

I enclose tracing of ground which my Directors propose giving up to the Admiralty in exchange for the yard now possessed by them. You will observe, that the Long Store is on the ground which it is proposed to give the Admiralty, and I am authorised, in addition to the Long Store, to make offer of 400 *l.* to enable the Admiralty to erect such buildings as they require, in lieu of the workshops, &c. which the Railway Company are required to take.

I am, &c.

(signed) *Alex. Ingram.*

The Secretary to the Admiralty, to the Admiralty Solicitor.

Solicitor, Admiralty, 22 November 1861.

With reference to your letter of the 14th instant, and enclosures, showing a sketch of a piece of land lying to the eastward of the Packet Basin, in course of construction, which the Portpatrick Railway Company offer, in addition to 400 *l.* in cash, in exchange for the Admiralty store-yard and buildings, which they require for their works,—

I am commanded by my Lords Commissioners of the Admiralty to inform you that they cannot accept what is now offered as an equivalent for the property required by the Railway Company; but my Lords will receive, in exchange for their property, the portion of land coloured red on the accompanying chart, and I am to request you will instruct Mr. Adamson to make such an offer to the Railway Company.

*

By command of their Lordships,
(signed) *W. G. Romaine.*

The Admiralty Solicitor, to the Secretary, Admiralty.

Portpatrick.

9 December 1861.
17 January 1862.

With reference to the above Minute, I herewith transmit two original letters from Mr. Adamson, one dated the 9th ultimo, and the other the 17th instant; and I will thank you to inform me if the exchange is to be carried into effect.

18 January 1862. *W. F. R.*

(Enclosures.)

Portpatrick.

Dear Sir, Edinburgh, 16, Nelson-street, 9 December 1861.

I annex the copy of a letter from the Secretary of the Railway Company, in answer to the inquiry as to the feu duty payable for the ground proposed to be given to the Admiralty, in exchange for their works; you will see that there is no feu duty payable for it, which considerably enhances its value, and if the Admiralty get the whole piece of ground in lieu of their present works, and relief from the heavy feu duty they have to pay, I think they will make an advantageous bargain, without asking any pecuniary consideration.

Yours, &c.
W. F. Robson, Esq. (signed) *D. M. Adamson.*

Dear Sir, Stranraer, 6 December 1861.

Absence from home has prevented me sooner replying to your letter of 30th ultimo.

The Railway Company have acquired right from the proprietor of Dunskey to the land you refer to, between the burn on the one side, the back street on the other, and the new basin in front, free of feu duty, and they are in a position to convey the proposed new yard to the Admiralty, without further reference to the proprietor of Dunskey.

D. M. Adamson, Esq. (signed) *Alex. Ingram.*

Portpatrick.

Dear Sir, Edinburgh, 16, Nelson-street, 17 January 1862.

I understand Mr. Ingram's letter to mean, that there are no burdens of a peculiar kind, such as feu duty, affecting the piece of ground to be given in exchange for the present works of the Admiralty. There will, no doubt, be the ordinary Government and local taxes, such as are paid upon the present works, and until buildings are put on the ground to add to its value, the amount cannot exceed a few shillings. There being no feu duty, the Admiralty may therefore look on the property as unburdened.

Yours, &c.
W. F. Robson, Esq. (signed) *D. M. Adamson.*

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* Chart not included in this Return.

The Secretary to the Admiralty, to the Admiralty Solicitor.

Solicitor, Admiralty, 27 January 1862.

With reference to your Minute of the 18th January, accompanied by letters from Mr. Adamson, on the subject of the exchange proposed between the Lords of the Admiralty and the Portpatrick Railway Company, of certain pieces of land at Portpatrick, I am directed by my Lords to inform you that they will accept the land situated to the south of the burn, and coloured red on the chart herewith, in exchange for the Admiralty property on the north side of the burn, coloured blue on chart; and you are to take proceedings accordingly.

By command of their Lordships,
(signed) *W. G. Romaine.*

The Admiralty Solicitor, to the Secretary to the Admiralty.

Portpatrick Railway.

Sir, Lancaster-place, 21 February 1862.

I HAVE the honour to report as follows:—

1. IN pursuance of directions received from Mr. Whitbread and Captain Vetch, I have perused all the correspondence between the Company and the Admiralty agents, and am of opinion that no binding agreement was ever come to by the Company to exchange one piece of land for the other.

2. The matter therefore stands as it did originally, namely, that the Company must pay for the land and buildings taken under the powers of their Act in the usual way, and in respect of which 1,000 *l.* has been deposited, unless some other agreement is come to.

3. I am confirmed in this view by a letter I have received from the Admiralty law agent at Edinburgh, who has had the conduct of this matter, a copy of which I have the honour to enclose. 18 Feb. 1862.

4. In pursuance of directions received from Captain Vetch, I have waited to-day on Sir William Dunbar (who is connected with the Company), and have endeavoured to come to some arrangement on the subject of the exchange of land. Sir William Dunbar, having had pointed out to him by me the portion of land desired to be taken by the Admiralty, will consider the matter with the Directors now in town, and submit to your Honourable Board, for your approval, a new proposal forthwith.

I have, &c.
(signed) *Charles F. Skirrow.*

The Secretary,
Admiralty.

(Enclosure.)

LETTER from Mr. *D. M. Adamson* to *Charles F. Skirrow*, Esq., Solicitor of the Admiralty, London.

Portpatrick Railway.

Dear Sir, 16, Nelson-street, Edinburgh, 18 February 1862.

I REGRET being from home yesterday when your letter of the 15th was received, but hope the information sent by my partner was sufficient.

As you are new to this matter, I shall give a résumé of what has passed. The Portpatrick Railway branch to the new dock now being formed, runs right through the centre of the Admiralty's yard, where they have their workshops and storehouses. Before giving the Railway Company access to the ground, which was to be so completely intersected as to render it necessary that they should take the whole at a price, I lodged a claim with the Directors of 1,500 *l.* for the whole works, and we gave them access on their consigning 1,000 *l.*, the deposit receipt for which is in your office. The ground on which the Admiralty works were built extends to about one acre, which was feued from the proprietor of Dunskey, the lord of the manor, and the feu duty or ground-rent annually payable by the Admiralty for this piece of ground is 17 *l.* odd.

There was no ground suitable for the Admiralty works (which it was desirable shouldbe close to the new dock) to be had; and although the actual buildings were not worth more than

* Chart not included in this Return.

than between 400*l.* and 500*l.*, the 1,500*l.* was fixed upon as likely to be required to find suitable space for building storehouses, &c., but alongside of the Admiralty works, and in a fully better situation, having reference to the new dock. The Railway Company themselves had, under their Act, got possession of the ground coloured red on the plan, and finding so large a sum as 1,500*l.* asked for the old works, they offered to give the same quantity of ground for new works out of the part coloured red, and for which no feu duty or ground-rent is payable, with 400*l.* in money, to enable the Admiralty to build on this ground new workshops, storehouses, &c.; and they proposed, as they were thus giving the same quantity of land equally suitable and an equivalent in money for the buildings, that the feu duty which the Admiralty had been in the practice of paying should be transferred to and be made payable by the new ground and workshops to be built upon it.

This proposal on the part of the Railway Company was never agreed to, and after ascertaining that no feu duty is payable from the ground coloured red, I was instructed to arrange with the Portpatrick Railway Company, on the principle of taking the *whole* of the ground coloured red instead of only a part in lieu of the old Admiralty works, without exacting the 400*l.* which the Railway Company had offered, to enable us to build works on the limited piece of ground. A proposal to this effect was made by me in the letter of which a copy was sent you, and the Directors have not yet said whether they will agree to it or not.

Although the Admiralty's old buildings might not be worth more than 400*l.*, new works of equal accommodation could not be erected much under 600*l.* at the present time. As, therefore, the Admiralty waive their claim to the price of their buildings, the interest of which is nearly equivalent to the feu duty or ground-rent, I think it was fair to expect that they should get ground for ground, and a little more in respect of the difference between 400*l.* and 600*l.*, without being saddled with any feu duty; and as the Railway Company's ground, marked red on the plan, is not very much larger than what the Admiralty are to lose, and they have been put to considerable inconvenience, and will still be put to inconvenience by their works being interfered with, it does not appear to me that the arrangement proposed is unequitable.

Yours, &c.
(signed) *D. M. Adamson.*

Charles F. Skirrow, Esq.,
Solicitor of the Admiralty,
Lancaster-place, London.

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,
Stranraer, 14 March 1862.

My Lord,

With reference to your Lordship's letter of 30th September last, requesting that directions should be given to set back the railway works, so as to leave a clear width of 50 feet between the dock and the railway works, I beg to inform you that the engineer of the railway states that in laying out the line of rails, it would cause great inconvenience in working the railway if they are put back 10 feet so as to leave 50 feet of quayage. The engineer understood that the contract for the dock included only 40 feet of quay, and I am requested to ask whether the Admiralty will in the circumstances, consent to accept a width of 40 feet for quayage, which our engineer thinks would afford ample accommodation.

I have, &c.
(signed) *A. C. Ingram*, Secretary.

Lord C. Paget,
Secretary to the Admiralty.

The Admiralty Solicitor, to the Secretary to the Admiralty.

Portpatrick Railway.

Sir,

Lancaster-place, 18 March 1862.

† 1. In pursuance of instructions given to me by Captain Vetch, I beg respectfully to state, that I have had two interviews with Sir W. Dunbar in this matter.

2. On the 20th February, Sir W. Dunbar arranged to confer with the Company, and to make a proposal to your Honourable Board as to the land in question.

3. I have to-day received from Sir W. Dunbar a proposal, a copy of which I have the honour to enclose for your consideration. I also enclose the two plans referred to in the proposal.

I have, &c.
(signed) *Charles F. Skirrow.*

The Secretary, Admiralty.

(Enclosure.)

Admiralty Claim at Portpatrick.

Portpatrick Railway Company,
Secretary's Office, Stranraer, March 1862. *

I ENCLOSE a tracing showing *in blue* the ground and buildings which we require to take from the Admiralty, and *in red* the ground and buildings which we offer in exchange. The portion of ground coloured red is exactly of the same extent as that coloured blue, and you will observe has a large frontage to the basin, which the Admiralty Harbour Yard has not, and is on that account much more valuable. The Admiralty possess a piece of ground behind their present workshops, dotted blue, which we do not propose to take; in fact, is of no use, being very steep and rocky.

The buildings on the piece of ground which we offer to give up are known as the old "Blair Arms Inn," and are quite as valuable as the old workshops which the Admiralty require us to take, and the Admiralty foreman or superintendent of works has applied to † me to get a lease of these buildings for a dwelling-house.

The Directors, at their meeting on 5th instant, resolved to make offer of the ground coloured red in exchange for the Admiralty ground coloured blue, and to give the old "Blair Arms" in lieu of the buildings or workshops belonging to the Admiralty; but if the Admiralty should be of opinion that the "Blair Arms" is not equivalent in value to their building, the Company will be ready to refer the matter to any practical valuator, and to pay the difference, if any, should he determine that the Admiralty buildings are of more value than those offered by the Railway Company.

In any negotiations with the Admiralty, please keep in view that the Admiralty are at present paying a feu duty of upwards of 20 *l.* per annum for the ground possessed by them, and as the Railway Company are giving in exchange ground of the same extent, and in a more convenient situation, it must be a necessary condition of the arrangement that the Admiralty shall continue to pay the same feu duty.

I enclose a small tracing showing the portion of ground which the Company formerly offered to give in exchange for the Admiralty yard, and which is referred to in my offer addressed to Mr. Adamson, S. S. C., Edinburgh, on 11th November 1861.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 19 March 1862.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 14th instant, stating that the engineer to the Portpatrick Railway states that in laying out the line of rails it would cause great inconvenience if they are put back 10 feet, so as to leave 50 feet of quayage, as required by the Admiralty letter of the 30th September last, and requesting their Lordships, under the circumstances to accept a width of 40 feet for quayage, which your engineer is of opinion would afford ample accommodation.

In reply, I am directed to acquaint you that my Lords cannot allow any diminution in the width of the quay, as proposed by your engineer, as no doubt the traffic will become very great, and will require at least that accommodation.

I am, &c.

A. C. Ingram, Esq., Secretary to the Portpatrick Railway Company, Stranraer. (signed) *W. G. Romaine.*

The Admiralty Solicitor, to the Secretary to the Admiralty.

Portpatrick Railway.—Exchange of Land.

I BEG respectfully to call your attention to my letter of the 18th March, † enclosing copy, proposal, and plan furnished to me by Sir William Dunbar on behalf of the Company, and shall be glad to receive your instructions in the matter, as the Company wish to have an early reply to the proposal.

2 April 1862. *Chas. F. Skirrow.*

Observation by Captain Vetch.

The Railway Company have, under the powers of their Act, run their line of way through the middle of the Admiralty Yard and workshops (*blue on plan*) dividing the premises into two distinct parts, of no use to the Admiralty when parted from each other; and under "The Railways Clauses Act, 1845," all such property

* Tracing not included in this Return.

†† property so severed must be purchased by the Company. The Company have deposited 1,000 *l.* for the purchase of such property, but their Lordships consider it worth 1,500 *l.*, and valuers were employed to determine its worth. The Company now offer to give the land coloured *dark* and *light red* on chart in exchange for the land coloured *dark blue*, but I cannot recommend my Lords to accept such an offer; but I would suggest that the Solicitor be instructed to offer to take the lands coloured *dark red* and *yellow* (A B C on plan), in exchange for the lands coloured *light* and *dark blue*; and he should bring to the notice of the Company the fact that their Lordships charged them nothing for the land coloured *green* (1 rood and 12 perches in extent). The land thus required by their Lordships is not to be used entirely by the Admiralty, but will be open to the public in a great measure, that portion coloured C only being kept exclusively for the Admiralty.

4 April 1862. *J. V.*

If this proposal be approved by my Lords, and accepted, the 1,000 *l.* originally deposited by the Railway Company will have to be returned to them.

‡† I have to-day seen Sir W. Dunbar on the part of the Railway Company, and have every reason to believe that he concurs in this proposal, particularly as the Admiralty do not intend to build upon the land acquired, so that the Railway Company's frontage *m* to *n* would not be interfered with, but be secured to them.

8 April 1862. *J. V.*

COPY TELEGRAM received by Mr. *Adamson* from Mr. *Ingram*, Secretary of the Portpatrick Railway Company.

18 May 1864.

My directors cannot consent to give up the condition as to keeping an open front to their grounds at Portpatrick Harbour. I write by post.

The Admiralty Solicitor, to the Secretary, Admiralty.

Portpatrick.—Exchange.

‡† WITH reference to the above Minute, I beg respectfully to state that Sir W. Dunbar, on behalf of the Banking Company, has had under his consideration the above proposal. I had the honour of an interview with Sir W. Dunbar on the 22d May instant, and he has made a proposal to me on behalf of the Company, a copy of which I have the honour to enclose. The effect of his proposal is to accept the terms offered by your Honourable Board, with the addition that the feu-duty charged on the land (blue) which is taken by the Company is to be transferred to the coloured pink by the Admiralty. This is the only material variation in the proposal, and as to this I wait the structions of your Honourable Board. I have the honour to return all the papers.

21 May 1862.

23 May 1862. *C. F. S.*

(Enclosure.)

Sir *William Dunbar's* Proposal.

ON the part of the Portpatrick Railway Company, I agree to the terms proposed by the Admiralty, for an exchange of ground at Portpatrick, subject to the condition that the Admiralty shall pay to the Railway Company the same amount of feu duty for the ‡† ground to be conveyed by the Railway Company, as they now pay for the Admiralty Yard which is to be conveyed by the Admiralty to the Railway Company. The conveyance in each case will be made subject to the payment of the feu duty. It is understood that no buildings are to be erected by the Admiralty on the land acquired, so that the railway frontage between *m* and *n* would not be interfered with.

21 May 1862. (signed) *William Dunbar.*

Captain Vetch,

† I DON'T think that the Admiralty should be bound not to erect any buildings on any of the land to be acquired by them. Of what use will the land be if we cannot build upon it?

23 May /62. *S. W.*

Note.—The marginal references in this page, and pages 17, 18, 19 and 21, will be found explained at pp. 30 and 36.

I saw Sir William Dunbar, and explained to him that although the Admiralty had no present intention of building on the site in question, they could not bind themselves not to do so. This might now be reduced to writing, and the matter be proceeded with. †

18 June /62. *S. W*

I submit that the Solicitor be now directed to take the proper steps for completing the transfer, transmitting a draft of the transfer deed to their Lordships for approval before execution. †

June 19/62. *J. V.*

Approved *S. W.* 19/6/62.

The Admiralty Solicitor, to the Secretary to the Admiralty.

Portpatrick Railway.—Exchange of Land.

Sir, Lancaster Place, 26 June 1862.

I beg respectfully to state, with reference to the approved submission of Captain Vetch, of the 19th June 1862, as to completing the transfer of this land on the papers herewith returned, that before this exchange can be carried out, the Railway Company should furnish an abstract of the title under which they hold the lands proposed to be given by them in exchange, and should show under what powers the exchange is to be effected. If the lands to be given by the Company are superfluous lands within the meaning of the 120th and following sections of the Lands Clauses Consolidation Act (Scotland), 1845, a print of which is enclosed, it appears that they should be first offered to the person entitled to the lands from which they were originally severed.

I also return the plan.

I am, &c.

The Secretary of the Admiralty. (signed) *Alf. R. Bristow.*

The Secretary to the Portpatrick Railway Company, to the Secretary to the Admiralty.

Portpatrick Railway Company, Secretary's Office,

My Lord, Stranraer, 28 June 1862.

I am requested by my Directors to forward to you the accompanying Memorial regarding the progress of the works for improvement of the Harbour at Portpatrick, and to ask the favour of your submitting it to the Lords Commissioners of the Admiralty. 24 June 1862.

I have, &c.

Lord Clarence Paget, (signed) *A. C. Ingram*, Secretary.
Secretary to the Admiralty.

(Enclosure.)

Unto the Honourable the Lords Commissioners of the Admiralty.

The Memorial of the Portpatrick Railway Company, incorporated by the Portpatrick Railway Act, 1857,

Showeth,

That, by Treasury Minute, dated the 15th day of August 1856, the Lords Commissioners of the Treasury, "upon the advice of the Admiralty, decided that the best ports for the establishment of a short sea passage between Ireland and Scotland were Portpatrick and Donaghadee, and resolved to adopt the line between such ports as a mail passage, and to make such improvements on the ports as shall best fit them for the purpose." Which Minute was supplemented by letters from James Wilson, Esquire, Secretary to the Treasury, of dates 17th and 21st July 1857, from which it will be seen that the Treasury engaged that the works were to be proceeded with in such a way "as to secure the completion of the works in the harbour, so that they should be concluded, at least, so soon as the Railway Company should be in a condition to use it in connexion with their line." Parliamentary Return, No. 123, 2 March 1860.

That, in pursuance of the Resolution of the Treasury, a Parliamentary Vote of Twenty thousand, Four hundred pounds was passed during the Session of 1859, for extending and improving the Harbour of Portpatrick; and, on the 20th of July 1859, the Secretary to the

No. 159, dated 21 March 1860.

the Admiralty wrote the letter to the Secretary of the Portpatrick Railway Company, quoted at page 2 of the Parliamentary Return referred to on the margin, acquainting him, for the information of the Railway Company, that a Vote of Twenty thousand pounds had been granted for the improvement of Portpatrick Harbour, and that the harbour works would be entered upon as soon as the contract for the railway works between Portpatrick and Stranraer had been commenced. Reference is made to the subsequent correspondence quoted in the Parliamentary Return last above mentioned, particularly the letter from the Secretary to the Admiralty, of date the 17th of August 1859, from which your Lordships will observe that the Railway Company were urgently required to proceed with the construction of the portion of the line between Stranraer and Portpatrick, and that a communication should be made to the Admiralty, guaranteeing the progress of this portion of the line as a condition antecedent to the commencement of the works for improvement of the Harbour at Portpatrick.

The Railway Company, accordingly, actuated by the pressure put upon them by the Admiralty, proceeded immediately to take tenders for the construction of the portion of the line above referred to, and intimation is made by the Secretary of the Railway Company to the Admiralty, of date the 21st January, 1860, that a contract had been entered into with Mr. Thomas Nelson, of Carlisle, for the construction of this portion of the line. The works have since then been prosecuted with all possible despatch, and are now completed; and notice has been given to the Board of Trade that the line is ready for inspection, and will be opened for passenger and goods traffic within a month.

The Railway Company regret to find that the works for improvement of the harbour have not been prosecuted in the same way. Very little progress has as yet been made, and nothing whatever has been done to deepen the channel so as to admit of vessels of a size sufficient to accommodate the traffic entering the harbour; and your Memorialists are informed that the works are now almost suspended, and, if proceeded with at the rate of progress hitherto adopted, cannot be completed for several years. Your Memorialists have, by the urgent representation of the Admiralty, been induced to expend a large portion of their capital on the line between Stranraer and Portpatrick, which must remain unproductive until the harbour is ready for traffic; and, on a reference to the engagement by the Secretary to the Treasury above mentioned, and the subsequent correspondence before referred to, your Memorialists consider that, while they have performed their part of the undertaking, the Government, from some unexplained cause, have failed to do what was promised, and have thereby occasioned a serious loss to the Railway Company; and

Your Memorialists respectfully submit that steps should immediately be taken to prosecute the works for improvement of the Harbour at Portpatrick with the utmost possible vigour, so that the loss, by not having the harbour completed in time for the Railway Company to use it in connexion with their line, may be made to fall as lightly as possible on the Railway Company.

Given under the hands of the Chairman and Secretary of the Portpatrick Railway Company, and sealed with the Company's seal, the 24th day of June, 1862.

Dalrymple, Chairman Portpatrick Railway.
A. C. Ingram, Secretary.

The Secretary to the Admiralty, to the Secretary to the Portpatrick Railway Company.

Sir, Admiralty, 4 July 1862.

I AM commanded by my Lords Commissioners of the Admiralty to acknowledge the receipt of your letter of the 28th of June, accompanied by a memorial from the Portpatrick Railway Company, with respect to the works in progress in the Harbour of Portpatrick, and praying their Lordships to cause steps to be taken for carrying out the works with the utmost possible vigour.

In reply, I am directed to acquaint you that unavoidable circumstances have prevented the carrying out of the works in as prompt a manner as could have been desired, up to the present time.

Considerable delay was, it should be recollected, caused by the making over of the land required for the basin, to the Admiralty; but as their Lordships have now removed the deepening of the channel out of the hands of the contractor, and placed it under their own engineer, it is hoped that satisfactory progress will be made in carrying out the works.

I am, &c.
(signed) *C. H. Pennell*,
Pro. Sec.

A. C. Ingram, Esq., Secretary to the
Portpatrick Railway Company,
Stranraer.

The Chairman of the Portpatrick Railway Company, to the President of the Board of Trade.

Sir, Culhorn-house, by Stranraer, April 1863.

With reference to the interview which I, along with deputations of Directors of the London and North Western Railway and Portpatrick Railway Companies, had with you at the Board of Trade on 18th February last, on the subject of Portpatrick Harbour, I now beg to bring under your notice, in writing, the obligations which we think the Government have incurred to complete the Harbour at Portpatrick with the least possible delay.

I have in the outset to direct your attention to several memorials printed in Parliamentary Paper, No. 123, 2d March 1860, very numerously signed by influential parties in Ireland and Scotland, following upon which, the Lords of the Treasury, by Minute dated 27th May 1856, inform the Lords of the Admiralty that they "fully recognise the desirableness of a short sea passage between the north of Ireland and Scotland, which might be used for the conveyance of mails and passengers," and request them "to report between what points on the coast on each side will be upon the balance of all considerations, the best for such a passage, taking into account the existing convenience for such services." Whereupon the Admiralty on 23d July 1856, reported to the Treasury that, "after duly considering the subject, they had come to the conclusion that Portpatrick and Donaghadee are the most suitable harbours between which a short sea passage can be best established." Following upon this Report, the Lords Commissioners of the Treasury, by Minute dated 15th August 1856, "upon the advice of the Admiralty decided that the best ports for the establishment of a short sea passage between Ireland and Scotland were Portpatrick and Donaghadee, and resolved to adopt the line between such ports as a mail passage, and to make such improvements on the ports as shall best fit them for the purpose." Which Minute, in consequence of communications addressed to the Secretary of the Treasury by Lord Dufferin, was supplemented by others of dates 17th and 21st July 1857, from which it will be seen that their Lordships distinctly state that, "inasmuch as the condition attached to their Minute of 15th August 1856, that a railway should be constructed on both sides of the channel to reach the ports of Portpatrick and Donaghadee, has been as far complied with as circumstances will admit, they feel that they are under an obligation to adhere to their decision of 15th August 1856, and they engaged that the harbour works were to be proceeded with in such a way as to secure the completion of the works in the harbour, so that they should be concluded at least so soon as the Railway Company should be in a condition to use it in connection with their line." In consequence of these latter Minutes, the following penal clause was inserted in the Portpatrick Railway Act, binding the Company to complete the works to Portpatrick Harbour, viz.: "If the railway and branch railway to the north pier of the Harbour of Portpatrick by this Act authorised, shall not be completed and opened to the public within the period of five years from the passing of this Act, then and from thenceforth it shall not be lawful for the Company or the Directors thereof to pay any dividend to the shareholders until such railway and branch railway to the north pier of Portpatrick Harbour shall have been completed and opened for public traffic."

In pursuance of the resolution of the Treasury, a Parliamentary Vote of 20,400 *l.* was passed during the Session of 1859, for extending and improving the Harbour of Portpatrick, and on 20th July 1859, the Secretary to the Admiralty wrote the letter to the Secretary of the Portpatrick Railway Company, quoted at page 2 of Parliamentary Return No. 159, 21st March 1860, acquainting him, for the information of the Railway Company, that a vote of 20,000 *l.* had been granted for the improvement of Portpatrick Harbour, and that the harbour works would be entered upon as soon as the contract for the railway works between Portpatrick and Stranraer had been commenced. Reference is made to the subsequent correspondence quoted in the Parliamentary Return last above-mentioned, particularly the letter from the Secretary to the Admiralty of date 17th August 1859, from which you will observe that the Railway Company were urgently required to proceed with the construction of the portion of the line between Stranraer and Portpatrick, and that a communication should be made

to the Admiralty guaranteeing the progress of this portion of the line, as a condition antecedent to the commencement of the works for improvement of the Harbour at Portpatrick.

The Railway Company accordingly proceeded with all possible dispatch to complete the line to Portpatrick, which was opened for traffic in August 1862, but they regret to find that the works for improvement of the harbour have not been prosecuted in the same way. Very little progress has as yet been made, and almost nothing has been done to deepen the channel so as to admit of vessels of a size sufficient to accommodate the traffic entering the harbour.

I believe the contract originally entered into for the necessary improvements on the harbour has been departed from, and the principal part of the work is now being executed without a contract. Already it appears nearly the whole of the sum formerly voted has been expended, and a further grant will be necessary, which should be applied for this Session to enable the Board of Trade to enter into a new contract for the completion of the works, and this I particularly desire to impress upon you, as the Railway Company have already suffered great loss by the failure of the Government to have the harbour ready for traffic at the time promised.

I earnestly beg that you will give this matter your immediate attention, and I trust that the Board of Trade will, for the credit of their department, take care that a sufficient sum is inserted in the Estimates of this Session to ensure the completion of the works in a proper manner. If a trifling sum should be applied for, it will do little good, as it will suffice merely for carrying on the works in the same desultory manner as hitherto, and unless you obtain a sum that will enable you to put the works into the hands of a substantial contractor, there is no probability of their being completed within a reasonable time or at a moderate cost.

I am, &c.
(signed) *Dalrymple*,
Chairman Portpatrick Railway.

To the Right Honourable
T. Milner Gibson,
President of the Board of Trade.

The Secretary, Marine Department, Board of Trade, to the Chairman of the Portpatrick Railway Company.

My Lord, Board of Trade, 1 May 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your Lordship's letter dated April 1863, on the subject of the works now in progress at Portpatrick Harbour.

In reply I am to call your Lordship's attention to the Civil Service Estimates for 1863-4, No. 20, in which a sum of Five thousand pounds (5,000 *l.*) (in addition to the sum previously voted) has been inserted with a view to the works for which, as shown by the printed correspondence, a vote of Twenty thousand pounds (20,000 *l.*) was taken in 1859; but before taking any further steps with respect to these works, my Lords desire to be furnished with information upon the following questions. The Treasury Minute of the 15th August 1856, upon which the application of the Company is based, contains the following passage: "It has been represented to my Lords, that in the event of the Government deciding upon the best ports for the passage referred to, and especially in the case of Portpatrick and Donaghadee being adopted, and provided the Government should be willing to use it as a mail communication, that, in the first place, a steamboat service suited both for passengers and mails, would be established by a private Company, without any aid from the Government except a fair price for carrying the mails; and that, in the second place, the railways on each side of the Channel would be completed, so as to connect Donaghadee, on the one side, with Belfast and the main line, and Portpatrick, on the other side, with Glasgow to the north, and with Dumfries to the east, by which all the important objects in view would be fully

Parl. Paper, 104, 1859; p. 7.

fully attained; all this, it has been understood, will be performed by private enterprise, if only the Government on its part will —

"1. Determine the ports most suitable for the service.

"2. Adopt the line between such ports as a mail passage.

"3. Make such improvements in the ports as shall best fit them for the purpose.

"These conditions my Lords are prepared to adopt. They have, already, upon the advice of the Admiralty, decided that the best ports will be Portpatrick and Donaghadee, and have instructed the Lords Commissioners to report upon the improvements and alterations required to render them suitable for the service; and when a steam service shall be established for carrying the mails, they will be prepared to use it for that purpose upon fair and reasonable terms.

"But before my Lords proceed actually to incur any expense upon the ports named for their improvement, in pursuance of any report that may be made by the Admiralty, it will be quite necessary that they should be well satisfied that all the arrangements herein referred to, and which would be necessary to give public utility to the scheme, will be completed."

My Lords desire to be informed whether the Directors can satisfy Her Majesty's Government, that so soon as the formation of an entrance channel and the construction of a tidal basin at Portpatrick, as described in Mr. Abernethy's Report of the 10th February 1859, are completed, a steamboat service suited both for passengers and mails will be established by a private Company, without any aid from the Government except a fair price for carrying the mails; and if so, my Lords would wish to be further informed of the number and character of the vessels to be employed, and of the periods or intervals at which it is proposed to perform the service.

My Lords would also wish to know what are the views of the Company with respect to the price to be paid by the Government for carrying the mails.

It is obvious that, without a satisfactory understanding on these points, it would be useless to proceed to a further expenditure of public money on the works of the harbour.

I am to add that my Lords have received a Report from the Board of Works in Ireland that the works at Donaghadee Harbour have been completed.

I have, &c.

Viscount Dalrymple, Brookes's Club. (signed) *T. H. Farrer.*

The Chairman of the Portpatrick Railway Company, to the Secretary, Marine Department, Board of Trade.

Sir, 32, Albemarle-street, 11 May 1863.

I DULY received your letter of 1st May; whilst I have no wish to indulge in unnecessary reflections, I cannot help expressing my surprise to find that notwithstanding the delay which has occurred, and the loss which has been sustained by the Portpatrick Railway Company in consequence of the failure of the Government to perform their part of the contract in reference to Portpatrick Harbour, the limited sum of 5,000 *l.* only should have been inserted in the estimates for works, the completion of which will admittedly involve a much larger expenditure. I cannot too strongly protest against a course of procedure which must necessarily defer the completion of the works beyond the current year, or too urgently call upon the Government to give effect to their obligation with the utmost possible dispatch.

With regard to the works in the course of execution, as it may be presumed they were not commenced until the Government had satisfied themselves that every obligation incumbent on the Railway Company had been or would be fulfilled, I cannot for a moment admit that any grounds exist for suspending the improvements on Portpatrick Harbour, which the Government were bound to complete simultaneously with the railway works, at the same time I have no wish to withhold any information which may help to accelerate the prosecution

of those improvements, and I therefore proceed to answer the questions which you have been directed to put to me.

On the understanding that the Government will adopt the line between Portpatrick and Donaghadee as a mail passage, and that in the event of the Company and the Treasury not being able to effect a satisfactory arrangement, the question of remuneration for the conveyance of mails to and from the north of Ireland will be left to arbitration, I have to acquaint you that it is the intention of the Company, through the aid of private enterprise, to establish a steam service between Portpatrick and Donaghadee, as soon as the required accommodation for the purpose is supplied in terms of the Treasury Minute, 15th August 1856.

It is proposed to place on the line two or more steam vessels of the largest capacity the dock will admit of, and of a speed to accomplish the passage within one hour and a half. The number of passages and the intervals at which they will be made, must to some extent depend on the intentions and wishes of the Government as regards the mails; but it is presumed that at least two passages per day each way will be required.

With regard to the payment to be made by the Government for carrying the mails, it is obviously out of my power to state what would be a "fair and reasonable" rate of remuneration until the Government have intimated the nature and extent of the service they require to be performed; and to show that the points you refer to have not been overlooked by the Company, I annex an extract from a letter I addressed to Mr. Peel, dated April 1863, to which, as it had a direct bearing on the subject of the Mail Service, I beg to call your special attention.

April 1863.

I am, &c.
(signed) *Dalrymple*,
Chairman, Portpatrick Railway Company.

The Secretary,
Marine Department, Board of Trade,
London.

(Enclosure.)

EXTRACT from a LETTER addressed by Viscount *Dalrymple* to Mr. *Peel*, April 1863.

I DESIRE also to ascertain from you what the Treasury are prepared to do in fulfilment of their obligation to adopt the line of communication *viâ* Portpatrick and Donaghadee as a mail passage. It is almost unnecessary for me to observe, that one of the chief inducements to the Railway Company to enter upon the construction of their line was the prospect of getting access to a sufficient harbour at Portpatrick, to take advantage of the short sea passage to Ireland, and the promise on the part of the Treasury that this route would be adopted as a mail passage. The Railway Companies have done their part, the Government have in part recognised the obligations under the Minute of August 1856, by determining the ports, and expending certain sums on the improvement of the harbours, and the time seems now to have arrived when arrangements should be made for carrying out the remaining obligations incurred by the Treasury under the above Minute, namely, "The adoption of the line between the ports as a mail passage." I have on this point to remark, in reference to an observation made by you at the interview referred to, that it is with the Treasury who incurred the obligation that the Railway Company have to deal, and therefore I address myself to you, and not to the Post Office, a department which has nothing to do with the matter, except the practical details connected with the carriage of the mails. The Railway Company therefore consider that it devolves on the Treasury to treat with them as to what sum will be a fair compensation for the service to be performed. It appears to me that the only question which really remains to be determined between the Treasury and this Company under the stipulations of the Treasury Minute, is the rate or terms on which the mails are to be conveyed. With reference to these, if the Treasury and Railway Company cannot come to an arrangement, the Company would propose that the question of remuneration both for the use of the lines of railway and sea passage, should be determined by arbitration. It is obviously necessary that the rate for the sea passage should be fixed as soon as possible, in order that proper arrangements may pe made with responsible parties, who would be disposed to undertake the service, brovided adequateremuneration is allowed.

The Secretary, Marine Department, Board of Trade, to the Chairman of the Portpatrick Railway Company.

My Lord, Board of Trade, 21 May 1863.

I AM directed by Mr. Milner Gibson to acknowledge the receipt of your letter of the 11th instant, on the subject of the harbour works at Portpatrick, and the proposed Mail Service from that port to Donaghadee. As the best means of arriving at a definite conclusion on points which are still in dispute or undetermined, I am to suggest that your Lordship, on the part of the Railway Company, should have an interview with the President of this Board; and I am to name Saturday next, one o'clock, and this office, as a time and place at which he hopes you will be able to attend.

He also thinks it desirable that you should, if possible, bring with you some person who may represent the Railway Company, interested in the service, on the Irish side.

I am, &c.
(signed) *T. H. Farrer.*

To the
Right Honourable Viscount Dalrymple,
32, Albemarle-street.

The Chairman of the Portpatrick Railway Company, to the Secretary, Marine Department, Board of Trade.

Sir, Culhorn, Stranraer, 26 May 1863.

REFERRING to my last letter, and the interview which I, in company with Lord Dufferin and Sir William Dunbar had with the President of the Board of Trade, and Mr. Hamilton of the Treasury, on Saturday last, I shall feel obliged if you will favour me with definite answers to the following questions:

I wish to know—

1st. Whether it is the intention of the Government to complete the works at Portpatrick Harbour which are now in course of execution, and if so, within what period.

2d. Whether it is the intention of the Government to adopt the passage between Portpatrick and Donaghadee as a mail passage, in terms of the Treasury Minute of 15th August 1856, and if so, what are the number of passages each way which it is intended should be performed, within what space of time, and at what hours by day or night; and also, what is the rate of remuneration which it is proposed to allow for such service, which service, I presume, would involve a simultaneous arrangement with the two Railway Companies, whose lines have access to the Harbours of Portpatrick and Donaghadee for the conveyance of the mails to and from the North of Ireland.

With regard to the declaration which the President of the Board of Trade stated it to be his desire, before any further expenditure is incurred on Portpatrick Harbour, should be granted by the representatives of the Railway Companies, to the effect that the works now in course of execution, when completed, should be accepted as a final and entire fulfilment of the obligation undertaken by the Government, I regret to say that I cannot take upon myself the responsibility of giving such a declaration, for the following reasons:

1st. Because it is *ultra vires* of the Directors to bind the Companies by a written engagement without the sanction of the shareholders.

2d. Because, although they were disposed to make a recommendation to the shareholders of the nature suggested, which they are not, I feel sure that the shareholders, irritated by past delays and disappointment, and smarting under the losses which they have been put to in consequence of the failure of the Government to complete the harbour works, would not give their sanction to any arrangement which might seem to imply a desire, on the part of the Government, to hand over the harbour in a less efficient state than they felt that they were bound to do by their engagements.

3d. I hold that the Government were bound to have completed the works simultaneously with the Railway in August last, and that they are not entitled to take advantage of their own default to force upon the Railway Companies any condition precedent to the further prosecution of the works, which they could not have proposed had their obligations been fulfilled within the stipulated period.

4th. I am further of opinion that the Government are bound to provide safe ingress and egress to and from the Harbour for the mail packets, and if the present works should, on experience, prove efficacious for the purpose, as I trust they will, I can confidently state that there will be no disposition on the part of the Railway Companies to urge any further expenditure of public money for any objects unconnected with the necessary accommodation of the steamers, and the safety of the mails and passengers.

I cannot conclude without reminding you, that while the Government are hesitating as to whether a few thousand pounds, more or less, should be expended in executing the necessary Harbour Works, the Companies have been induced, on the faith of the engagement incurred by the Government, to lay out a sum approaching a million of money in the promotion of undertakings (now lying unproductive), which, at the time the Treasury Minute was passed and declared, were acknowledged to be of national importance.

I am, &c.
(signed) *Dalrymple*,
Chairman, Portpatrick Railway Company.

P. S.—I have sent a copy of this letter to the Treasury.

T. H. Farrer, Esq.,
Board of Trade.

The Secretary, Board of Trade, to the Chairman of the Portpatrick Railway Company.

My Lord, Board of Trade, 1 June 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 26th ultimo, on the subject of the Harbour Works in progress, under the directions of the Government, at Portpatrick, and to reply to your questions as follows:

1. That it is not, and has not been, the intention of the Government to stop or postpone the execution of the works which they have undertaken at Portpatrick, and that they are in communication with the engineer in charge of the works, for the purpose of pressing forward the dredging operations, provided Parliament will grant the necessary funds.

It should, however, be borne in mind, that these works have already cost the whole sum voted by Parliament as necessary for their completion, and that in coming to Parliament for a further Vote, the Government may probably be asked to give a pledge that no further expenditure will be required.

With this object, and for the purpose of preventing future difficulties, my Lords were and are still anxious to learn from the companies, that so far as the works are concerned, they will, when the present works are completed, at once be prepared to establish steamers; and also that it is their understanding, as it is the distinct understanding of this Board, that when these works are completed, the obligations of the Government with respect to the Harbour under the Treasury Minute of 1856 will be at an end. A statement from the companies to this effect would, my Lords believe, facilitate the obtaining of the necessary Vote.

2. As regards the postal arrangements, the question is one for the Treasury, rather than for this Board.

I am, &c.
(signed) *J. Booth.*

To the Right Hon. Viscount Dalrymple,
Culhorn, Stranraer, N. B.

The Chairman of the Portpatrick Railway Company, to the President of the Board of Trade.

Dear Sir, Culhorn by Stranraer, 2 October 1863.

As it is of the greatest importance to the Portpatrick Railway Company, of which I am Chairman, to learn when the Harbour at Portpatrick will be ready for the reception of steamers of 150 feet in length, the size mentioned in Mr. Abernethy's Report to the Admiralty, of date 10th February 1859, I shall feel obliged by your informing me whether you have any recent report from the engineer as to the progress of the works, and the time when the improvements are expected to be completed. If you have such a report, I shall esteem it a favour if you will communicate to me the substance of it, or at all events let me have the information above referred to.

I am, &c.
(signed) *Dalrymple*,
Chairman, Portpatrick Railway Company.

The Right Hon. T. Milner Gibson,
President of the Board of Trade.

The Secretary, Board of Trade, to the Chairman of the Portpatrick Railway Company.

My Lord, Board of Trade, 26 October 1863.

I AM directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 2d instant, requesting, as Chairman of the Portpatrick Railway Company, to be informed as to the progress of the Harbour Works at Portpatrick, and the time when the improvements are expected to be completed.

In reply, I am to acquaint your Lordship that Mr. Abernethy, the engineer in chief, reports that the works connected with the completion of the basin, and the deepening of the channel at Portpatrick will be completed about May or June next year.

I have, &c.
(signed) *James Booth.*

The Right Hon. Lord Viscount Dalrymple,
Culhorn by Stranraer.

The Secretary to the Admiralty, to the Secretary, Board of Trade.

Sir, Admiralty, 23 July 1864.

I AM commanded by my Lords Commissioners of the Admiralty, to request you will lay before the Lords of the Committee of Privy Council for Trade, the accompanying papers in regard to the exchange of certain lands at Portpatrick with the Portpatrick Railway Company.

On taking counsel's opinion on the subject, my Lords are advised that the land in question is now vested in the Board of Trade by the "Harbours Transfer Act." 26 May 1864.

I am, &c.
(signed) *W. G. Romaine.*

To the Secretary of the
Board of Trade.

(Enclosure 1.)

Dear Sir, 16, Nelson-street, Edinburgh, 26 May 1864.

I HAVE been using every effort to get from the Portpatrick Railway Company the deeds constituting the excambion, or exchange of the piece of ground near the new dock, proposed to be given to the Admiralty for the workshops and yard taken from them to construct the railway, but all my efforts have been unavailing; and, on the 18th instant, I received the telegram from the Secretary, of which a copy is added to the excerpts sent. It is stated in the telegram, that Mr. Ingram was to write by post, but, although I have waited eight days for it, no letter has been received.

On perusing the excerpts from the instructions sent to me, you will see it was conditioned with Sir William Dunbar, on the part of the Railway Company, that the Admiralty should have the power of building on the ground to be conveyed to them; and when I sent to the Secretary of the Railway Company a draft of the proposed disposition to be granted, it was returned to me with a proposed addition which, in terms of my instructions as contained

contained in the excerpts sent, I could not agree to, and have since been corresponding with the Secretary, which ended in the telegram I have mentioned.

In sending the excerpts by bookpost, I also send the plan referred to, and the draft feu disposition which I proposed to take, with the proposed addition by the Railway Company, which I did not feel myself entitled to agree to.

Sub-Enclosure, No. 1.
Sub-Enclosure, No. 2.

The proposal of the Railway Company is, that the Admiralty should take ground burdened with a feu duty of 17 *l.* 11 *s.*, with the feu duty presently existing on the ground, in all 19 *l.* 4 *s.* 7 *d.*, for their works valued at 1,500 *l.*, burdened with 17 *l.* 11 *s.* of feu duty, and that the Admiralty should not be entitled to build on the larger portion of the ground they are to receive. This would seem to have been the original intention, from the memorandum written on the plan to be sent you, but this is again altered by the memorandum of Captain Vetch of 23d May 1862, and Mr. Whitbread's, after conference with Sir William Dunbar. It will be obliging if you can instruct me as to the course I should take.

It appears to me, that if the Railway Company depart from the arrangement formerly made to settle this matter, we are *in statu quo*, and must insist on the Railway Company paying the value of the works taken from us.

Yours, &c.

Alfred R. Bristow, Esq.,
Solicitor of the Admiralty, London.

(signed) *D. M. Adamson.*

(Sub-Enclosure, No. 1.)

[The four documents comprised in this Sub-Enclosure, No. 2, are not reprinted here, being given at p. 20, and marked thus ‡.]

(Sub-Enclosure, No. 2.)

It is contracted and agreed between the Portpatrick Railway Company, incorporated by an Act passed in the 20th and 21st years of the reign of Her present Majesty Queen Victoria, intituled, "An Act to authorise the construction of a Railway from Castle Douglas, in the stewarty of Kirkcudbright, to Portpatrick, in the county of Wigtown," heritable proprietors of the lands after mentioned on the one part, and the Board of Council for Trade and Foreign Plantations, as coming in place of the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, on the other part, in manner following; that is to say, the Portpatrick Railway Company, in consideration of the feu duty hereinafter stipulated to be annually paid, and of the disposition in our favour by the Lords Commissioners of Her Majesty's Treasury, as coming in room of the said Commissioners for executing the office of Lord High Admiral of even date herewith, Do hereby dispone to and in favour of the Board of Council for Trade and Foreign Plantations, in trust for Her Majesty Queen Victoria, and her heirs and successors, for the public service, and to the assignees of the said Board of Council for Trade and Foreign Plantations, heritably and irredeemably, all and whole that piece of ground being part of the lands and estate of Dunskey, acquired by the said Portpatrick Railway Company from David Hunter Blair, Esquire, of Dunskey, by a disposition executed by Sir Edward Hunter Blair, father and administrator-in-law of the said David Hunter Blair, Esquire, dated 21st September 1860, and recorded in the particular Register of Sasines, Reversions, &c. for Wigtownshire, at Wigtown, the 27th day of the said month of September 1860 years, bounded by the said piece of ground on the north by the Dinvin Burn on the west, by a stripe of land belonging to the Crown lying between the ground hereby disponed, and the new basin at Portpatrick on the south, by North-street on the south-east, by Blair street of Portpatrick, and on the east by the lands belonging to the said Portpatrick Railway Company, and acquired by them from the said David Hunter Blair by the disposition above-mentioned, and which piece of ground hereby disponed consists of in measurement, and is delineated on a plan subscribed as relative hereto, and marked A, B, C, and coloured red and yellow on said plan, together with all right, title, and interest in and to the same, which the said Portpatrick Railway Company had, have, or can claim, or pretend thereto, which piece of ground above disponed formed part and portion of the lands, barony, and estate of Dunskey, lying within the parish of Portpatrick *alias* Port Montgomery, and county and sheriffdom of Wigtown, and of the burgh, barony of Port Montgomery *alias* Portpatrick, as particularly described in the instrument of Sasine, in favour of the said David Hunter Blair, recorded in the New General Register of Sasines, &c., at Edinburgh, 24th July 1858, with entry at the date of these presents; and the said Portpatrick Railway Company bind and oblige themselves to free and relieve the said Board of Council for Trade and Foreign Plantations, and their foresaids, of all feu duties, and public and parochial burdens, exigible from the lands hereby conveyed at and prior to the foresaid date of entry. And further to free and relieve them from all feu duties and entry money in time coming, in so far as the same may be exigible by the superior of the said lands, subjects, and others. And they assign the writs, but in respect the same contain the right to the remaining lands of Dunskey, and so cannot be delivered up, they assign the said Board of Council for Trade and Foreign Plantations into an obligation in the said disposition to make a prescriptive progress of titles forthcoming to them on all necessary occasions, upon a receipt and obligation for re-delivery thereof within a reasonable time, and under a suitable penalty,

penalty, and they assign the rents, and they grant warrandice. For which causes, and on the other part, the said Board of Council for Trade and Foreign Plantations, bind, and oblige Her Majesty, and her heirs and successors to content, and pay to the said Portpatrick Railway Company, and their successors, yearly, the sum of 17*l.* 11*s.* 8*d.* sterling of feu duty, and that at two terms in the year, Whitsunday and Martinmas, by equal portions, beginning the first term's payment at Whitsunday 1864, for the term immediately preceding, and doubling the said feu duty every twenty-five years in lieu of the casualties due at the entry of heirs and singular successors, and these for all other burden, exaction, or secular service, which could be asked or required furth of the subjects before disponed. Farther, the said Board of Council for Trade and Foreign Plantations, bind and oblige Her Majesty, and her heirs and successors, to leave the frontage of the said Railway Company's property between Dinvin Burn at the point marked M. and the black line marked N. on said plan unobstructed, and that the portions of ground marked A. and B., and coloured red on the said plan, shall be kept open for the use of the public as a quay, &c., the portion of ground marked O., and coloured yellow on the said plan, being kept exclusively for the use of the Board of Council for Trade and Foreign Plantations in trust for Her Majesty Queen Victoria, and her heirs and successors, for the public service as aforesaid. And both parties consent to the registration hereof for preservation and execution, and also to registration in the general or particular register of Sasines, &c. In witness whereof.

The Secretary, Marine Department, Board of Trade, to the Secretary to the Admiralty.

Sir, Board of Trade, 19 August 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 23d July last, transmitting papers with regard to the exchange of a certain piece of land at Portpatrick, originally belonging to the Admiralty, and now transferred to this Board, with the Portpatrick Railway Company, for certain other lands offered by them; and with reference thereto I am to acquaint you, that as the property coloured blue on the accompanying chart has been taken possession of by the Portpatrick Railway Co pany under the powers of their Act; and as, by telegrams dated the 18th May 1864, the Secretary to the Railway Company stated to the Admiralty law agent in Edinburgh, that the Railway Company have declined the Admiralty conditions offered up to that date, this Board, in which the Admiralty interests in the harbour of Portpatrick are now vested, withdraw any previous offer as to receiving in exchange for their land the pieces marked dark red and yellow upon the chart, and will only be prepared to receive the portions coloured dark and light red, this Board paying the feu duty to the amount taken by them only, and the Railway Company of course paying the feu duty upon the land taken by them.

If the Company do not agree to these terms, my Lords will require from them the value of the land and buildings taken, and which were valued by the Admiralty at 1,500 *l.*

I am to request that the Lords of the Admiralty will allow their Solicitor to conclude the arrangements that may be come to with regard to this exchange or sale of land, as he has from the commencement, with the assistance of his agent in Edinburgh, carried out the negotiation with reference to the case.

I am, &c.

To the Secretary, Admiralty. (signed) *T. H. Farrer.*

The Secretary to the Admiralty, to the Secretary, Board of Trade.

Sir, Admiralty, 22 October 1864.

WITH reference to your letter of the 19th August, I am commanded by my Lords Commissioners of the Admiralty to transmit to you a correspondence which has taken place on the subject of the proposed exchange of a piece of land at Portpatrick, originally belonging to this department, and now transferred to the Board of Trade, for certain other lands offered by the Portpatrick Railway Company, and I am to request you will move the Lords of the Committee of Privy Council for Trade to give further instructions on this subject.

20 October 1864.

I am, &c.

To the Secretary Board of Trade. (signed) *W. G. Romaine.*

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* Chart not included in this Return.

(Enclosure.)

Portpatrick, Admiralty Yard.

Dear Sir, 16 Nelson-street, Edinburgh, 20 October 1864.

After receiving your letter, sending me Mr. Farrer of the Board of Trade's communication, 19th August 1864, on this subject, I entered into a correspondence with Mr. Ingram, Secretary of the Portpatrick Railway Company, and as no good result has as yet arisen from it, I think it right to send you a copy of that correspondence; and as there is reference in it to the communications which passed between the Admiralty and the Railway Company officials, which it is proper to lay before the Board of Trade, along with the correspondence, I also send a copy for that purpose, the originals being here.

Sub-Enclosure, No. 1.

Sub-Enclosure, No. 2.

The heavy feu duty of 19 *l.* 4 *s.* 7 *d.* is the obstacle in the way to a settlement. I was under the impression, when I first began the correspondence with Mr. Ingram, that there were no buildings on the ground to be given us, and that the buildings of the Admiralty, irrespective of the ground taken, were an equivalent for the feu duty, and that therefore we should get an equivalent in ground unbuilt upon without any feu duty. The fact of the "Blair Arms Inn" being built on the ground to be given us certainly modifies my views, and besides that, the ground to be given by the Railway Company is more valuable than that taken by the Company, having a frontage to the dock, and being nearer to the town of Portpatrick.

From the sketch lately sent me by the Railway Company you will see that they propose to give the ground marked B, E, C, D, whereas in negotiations with the Admiralty, it was proposed that the ground E, B, A, should be given, and but for the condition that the Admiralty were not to be entitled to build upon the ground, this, as having the greatest frontage to the basin, appeared to me to be the most valuable ground to acquire for the old workshops and yard, and that even though saddled with the feu duty, it will be a better bargain than the ground now offered, as the largest portion of it, C, D, is backlying, and not so valuable, I should say, as A would be.

The Railway Company do not seem to keep in view the effect given to a compulsory sale. It is universally admitted in practice that lands worth 30 years' purchase are paid for at the rate of 45 years' purchase; that in fact a half more than the real value is given, an addition which I scarcely think the Board of Trade are to get if they take B, E, C, D, saddled with a feu duty of 19 *l.* 4 *s.* 7 *d.*; but if all they want is value for value, the discrepancy may not be so great if the locality is considered.

I am judging very much from my recollections of the locality given by one visit, when I went to ascertain the sum which should be asked from the Railway Company as the value of the Admiralty ground and buildings, and probably the best course now to be followed in the negotiation is, that I, or some one else, should go to Portpatrick and meet the Secretary of the Railway Company on the ground. Meantime, waiting further instructions,

I am, &c.

Alfred Rhodes Bristow, Esq., (signed) *D. M. Adamson.*
Solicitor of the Admiralty, London.

(Sub-Enclosure, No. 1.)

Copy Correspondence between *D. M. Adamson*, 16, Nelson-street, Edinburgh, and *Alexander Ingram*, Esq., Writer, Stranraer.

Mr. *Adamson* to Mr. *Ingram.*

Portpatrick Railway Company.

Dear Sir, Edinburgh, 16, Nelson-street, 6 September 1864.

The property which belonged to the Admiralty having been transferred to the Board of Trade, that Board has issued instructions as to the negotiations we have recently had, in the shape of a letter of which I beg to enclose a copy, and I shall be glad to know whether you accede to the terms of arrangement proposed.

19 August. See p. 31.

I have, &c.

Alexander Ingram Esq., Writer, Stranraer. (signed) *D. M. Adamson.*

Mr. *Ingram* to Mr. *Adamson.*

Land at Portpatrick.

Portpatrick Railway Company, Secretary's Office,
Dear Sir, Stranraer, 7 September 1864.

I am in receipt of your letter of 6th instant and its enclosure, both of which I shall submit to my directors at their first meeting.

I am, &c.

D. M. Adamson, Esq., S. S. C., (signed) for *A. Ingram,*
16, Nelson-street, Edinburgh. *John M. Rankin.*

Mr. *Adamson* to Mr. *Ingram.*

Admiralty Works.

Dear Sir, Edinburgh, 16 Nelson-street, 21 September 1864.

I TRUST you have now had a meeting with your directors, and that you are in a position to answer my last letter, as this matter must now be brought to a close.

Yours, &c.
(signed) *D. M. Adamson.*

Mr. *Ingram* to Mr. *Adamson.*

Portpatrick Railway Company, Secretary's Office,
Dear Sir, Stranraer, 23 September 1864.

I TO-DAY submitted your letter of 6th instant, with copy letter from Mr. T. H. Farrer, Secretary to the Board of Trade, to the Secretary of the Admiralty, dated 19th August last, to my directors, and, on the understanding that the portion of ground which the Board of Trade offer to receive in exchange for the ground acquired by the railway company, and referred to in Mr. Farrer's letter as that "coloured dark and light red," is the same as marked B, C, D, on the enclosed tracing, I am authorised by my directors to agree to the proposal now submitted, provided the Board of Trade shall pay the same feu duty to the Portpatrick Company for the ground coloured dark and light red, as that company will have to pay for the portion coloured blue, and acquired by them in exchange. This condition, I consider, is conceded by Mr. Farrer's letter, because the portion of ground "coloured dark and light red" is exactly of the same extent as that coloured blue, and, having a frontage to the new basin, is of more value to the Board of Trade than the blue portion; but I wish to make it quite clear, because if this condition as to the feu duty is not conceded, my directors will adhere to the arrangement which they believe was formerly come to, to give in exchange the portions coloured yellow and dark red, subject to the restriction of keeping the frontage between *m* and *n* open for a quay.

I am, &c.
D. M. Adamson, Esq., S. S. C., (signed) *A. Ingram,*
16, Nelson-street, Edinburgh. Secretary.

P.S.—Please return the enclosed tracing.

Mr. *Adamson* to Mr. *Ingram.*

Admiralty Property.

Dear Sir, Edinburgh, 16, Nelson-street, 26 September 1864.

I HAVE your favour of the 23d. I have no doubt the four portions marked B, C, D, E, on the tracing sent me, which is now enclosed, is the ground referred to in Mr. Farrer's letter, but I cannot agree with you that Mr. Farrer's letter can bear the interpretation you put upon it, viz., that the Board of Trade shall pay the same feu duty to the Portpatrick Railway Company, for the ground coloured dark and light red, as that company will have to pay for the portion coloured blue. Such an interpretation is, with great submission, unreasonable, for though the portions of ground may be of the same extent, the railway company get buildings with the feu duty, and get in return ground on which there is no burden whatever.

Again, as to your resorting to the old proposal of giving the ground coloured yellow as well as that coloured dark red, you seem to have forgotten that the Admiralty only agreed to take that portion on condition of being allowed to build upon it. According to your proposal the Board of Trade would be giving ground for ground, sink the value of their buildings, be liable for the feu duty, and get in return, what? ground which they are prohibited from turning to any account whatever. This is so unreasonable that, before submitting this correspondence to the Board of Trade, I must ask you to review the matter; and I trust your directors have given you such discretionary powers as will enable you to settle on the terms proposed in Mr. Farrer's letter. If not, and failing some other proposal on your part, which I consider deserving of being submitted, there will be nothing for it but to have the claim settled under the statute.

Yours, &c.
Alexander Ingram, Esq., Writer, (signed) *D. M. Adamson.*
Stranraer.

Mr. *Ingram* to Mr. *Adamson.*

Admiralty Claim, Portpatrick.

Portpatrick Railway Company, Secretary's Office,
Dear Sir, Stranraer, 29 September 1864.

I AM favoured with your letter of 26th instant. You are in error about the extent of property which the Railway Company would be giving up in exchange for that got from the Admiralty, because there is a building on the ground coloured red, known as the "Blair Arms," presently let to tenants at a yearly rent of 10 *l.*, which the Board of Trade would get in lieu of the old workshops. I understand that under the last proposal of Mr. Farrer's there is no restriction on the Board of Trade building on the ground coloured red, which my directors agreed to, and there is therefore no stipulation restricting the Board of Trade in the use of that ground. With this explanation, I hope there will now be no obstacle to a settlement.

I am, &c.
D. M. Adamson, Esq., S.S.C. (signed) *A. Ingram.*

Mr. *Adamson* to Mr. *Ingram.*

Board of Trade's Claim against the Portpatrick Railway Company.

Dear Sir, 16 Nelson-street, Edinburgh, 5 October 1864.

ON my return after a few days' absence, I received your letter of the 29th ultimo, which does not appear to me to meet the proposal made in Mr. Farrer's letter, of which I sent you a copy. That proposal was, that in exchange for the ground and buildings coloured blue, now belonging to the Board of Trade, they are prepared to receive the portion coloured dark and light red, and paying the feu duty according to the amount or extent taken by them only, the Railway Company paying the feu duty upon the land taken by them.

We are now at one, I think, as to the ground coloured dark and light red being that laid down in the sketch you sent me, but in other respects your letter does not meet the proposal of the Board of Trade; and I must now know explicitly whether the Railway Company agree to that proposal, or wish the claim settled in terms of the Act.

Yours, &c.
Alexander Ingram, Esq., (signed) *D. M. Adamson.*
Stranraer.

Mr. *Adamson* to Mr. *Ingram.*

Portpatrick Railway Company and Board of Trade.

Dear Sir, 16 Nelson-street, Edinburgh, 6 October 1864.

SINCE I wrote you yesterday, I have been reconsidering the matter with reference to your letter of the 23d ultimo, and should like to see the sketch back, of which you sent me a copy, having the letters *m* and *n* marked upon it, on which you propose that the Board of Trade should not have the power of building.

Yours, &c.
Alexander Ingram, Esq., Secretary, (signed) *D. M. Adamson.*
Portpatrick Railway Company,
Stranraer.

Mr. *Ingram* to Mr. *Adamson.*

Portpatrick—Board of Trade Claim.

Portpatrick Railway Company, Secretary's Office,
Dear Sir, Stranraer, 8 October 1864.

I AM favoured with your letters of 5th and 6th instant; and, as requested, I return the tracing of the ground which accompanied my letter to you of 23d ultimo.

As I already explained, the Board of Trade are to receive in exchange for the piece of ground coloured blue, ground of exactly the same extent marked B, C, D, and E, and coloured dark and light red on the accompanying tracing; and as there is a building on the ground coloured red, equal in value to the old workshops which belonged to the Admiralty, it seems to me that the only reasonable interpretation to be put on Mr. Farrer's proposal

proposal is, that the Board of Trade shall pay for the land they are to get, the same feu duty as the Railway Company will have to pay for the ground acquired by them from the Admiralty, especially as the ground coloured red is more conveniently situated for the purposes of the Board of Trade, and was purchased by the Railway Company at considerable expense. All these arguments were fully stated by Sir William Dunbar at the meetings he had with the Admiralty officials; and I must again refer you to the minutes or memoranda following upon these meetings, which have been communicated to the Railway Company, and by which an arrangement was virtually concluded on the footing of the Admiralty undertaking to pay the same amount of feu duty to the Railway Company as they would have to pay for the ground acquired from the Admiralty.

I am, &c.

D. M. Adamson, S.S.C.
Edinburgh.

(signed) *A. Ingram.*

Mr. *Adamson* to Mr. *Ingram.*

Portpatrick Railway Company.

Dear Sir, Edinburgh, 16 Nelson-street, 11 October 1864.

I HAVE your favour of the 8th, and have looked into the memorandum of what took place with the Admiralty as to their claim against the Railway Company, and by which, so far from an arrangement being virtually concluded, I find negotiations were broken off because of the Railway Company's making it a condition that the Admiralty were not to build on the frontage of the ground to be given them, without which the ground to be given was valueless; and I am in doubt from your letters whether the Railway Company still insist on this condition as to building. I therefore wish you would, in writing me, keep in view the three following points:

First. That in any arrangement to be made for an exchange of ground, that which the Board of Trade get is to be given absolutely and without any restrictions as to buildings:

Second. I am not aware whether it is known to the Board of Trade that there are buildings on the ground proposed to be given worth 10 *l.* a year; if not, this may modify the Board's views to some extent, although not to the extent you would wish, for the 10 *l.* house cannot be worth more than 200 *l.*, while the Admiralty works were worth 400 *l.*: and,

Thirdly. Besides this inequality of value of buildings, the piece of ground proposed to be given by your Company appears from the sketch sent to be only about three-fourths of that taken by the Company. It seems fair, therefore, that a considerable part, at least, of the feu duty should be borne by the Railway Company, if not the whole; and if a compulsory sale is taken into account, I have no doubt it should be entirely so; but I have no doubt the Board of Trade have the desire to act liberally in the matter, and I do hope that, considering the views now stated, you will see your way to make me some proposal that I can submit to the Board.

Yours, &c.

Alexander Ingram, Esq., Writer,
Stranraer.

(signed) *D. M. Adamson.*

Mr. *Ingram* to Mr. *Adamson.*

Portpatrick Railway Company, Secretary's Office,

Dear Sir, Stranraer, 15 October 1864.

I AM in receipt of your letter of the 11th instant, and in reference to the three points which you particularly desire me to refer to, I have to observe in regard to the—

First. That if an arrangement is concluded for an exchange of ground on the footing that the Board of Trade receive from the Portpatrick Company the ground coloured dark and light red, and marked B. C. D. and E. on the tracing sent you, the Portpatrick Company will convey it absolutely without any restrictions as to building.

Second. Although you may have obtained a valuation of the Admiralty workshops at the sum of 400 *l.*, they are not in reality worth more than half that sum; they are old dilapidated buildings, and the building on the ground proposed to be given up is quite as extensive, and the site is very much more valuable.

Thirdly. The piece of ground proposed to be given up to the Board of Trade is exactly of the same extent as the piece of ground known as the "harbour yard," and wholly coloured blue. There is a piece at the back of the workshops, outlined with blue, which is of no possible use to any one: it is a rocky precipitous bank, rising almost perpendicularly from the back wall of the workshops, and not of the smallest value. In the earlier negotiations it was admitted to be of no use, and except that it forms a good boundary to the harbour yard, it would probably never have been in possession of the Admiralty; at all events, it was not by them turned to any account, nor can it be so by the Railway Company.

With these observations, I think it must be obvious, looking to the relative sites, that the Board of Trade are getting a much more valuable piece of ground in exchange for

the harbour yard, and I trust they will see the propriety of at once agreeing to pay the same amount of feu duty as they at present are liable for in respect of the piece of ground of the same extent which the Company acquire.

There is only one further remark I have to make in reference to what you say about a compulsory sale. The fact is, that by the Parliamentary plans the line of railway was so laid out as to avoid touching the Admiralty property, and the line would have been so constructed if it had not been that an alteration was made on the site of the new basin which compelled the Company, at an extra cost of upwards of 2,000 *l.*, to alter the line, and carry it through the Admiralty harbour yard.

Yours, &c.

D. M. Adamson, Esq., S.S.C. (signed) *A. Ingram*,
Secretary.

(Sub-Enclosure, No. 2.)

[Sub-Enclosure, No. 2, is not printed here *entirely*, as 12 out of the 13 documents contained in it are given at pp. 17–21, and are marked thus †.]

Re Portpatrick Exchange.—Opinion.

This is the only letter in Sub-Enclosure No. 2 that is not printed elsewhere.

As the land to be given in exchange to the Admiralty is situate in the town of Portpatrick, it is exempt, as stated in Mr. Adamson's letter, from the provision of "The Lands Clauses Consolidation (Scotland) Act," requiring the Company to offer it to the adjacent owner.

If Mr. Adamson, who I assume to be acting as the Solicitor of the Admiralty at Edinburgh, approved, on behalf of the Admiralty, so lately as 1860, of the title under which the land to be given in exchange by the Company is held, it does not appear to be necessary that the title of the Company should be again investigated; and as the deeds for carrying out the arrangement will be in the Scotch form, it would probably be convenient, as suggested by Mr. Adamson, that they should be prepared in Edinburgh.

The letter of 2d April 1862, with the enclosure, and the acceptance of the proposal by Sir William Dunbar, dated 21st May 1862, appear to constitute a sufficient agreement for the exchange, and to contain, with the documents in Mr. Adamson's possession, sufficient information for the preparation of the deeds; but it must be borne in mind that the Admiralty are not to be restricted from building on the land to be taken by them in exchange.

Lincoln's Inn, 4 July 1862. (signed) *Henry Rowcliffe.*

The Secretary, Marine Department, Board of Trade, to the Secretary to the Admiralty.

Sir, Board of Trade, 3 November 1864.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 22d ultimo, transmitting a letter from Mr. Adamson, together with a correspondence that has passed between that gentleman and Mr. Ingram, acting on behalf of the Portpatrick Railway Company, relative to the conditions of the proposed transfer by that Company of certain land in exchange for other lands now belonging to this Board.

I am to acquaint you, for the information of the Lords Commissioners of the Admiralty, that if, as it appears, the only obstacle to the completion of the arrangement is the question of the payment of the feu duty, my Lords are willing to agree that this Board shall undertake to pay the same amount of feu duty as they are now chargeable with in respect of the Government property which is to be transferred to the Railway Company.

I am to observe that the amount is somewhat less than is supposed by Mr. Adamson, as the 19 *l.* 4 *s.* 7 *d.* includes a feu duty of 1 *l.* 12 *s.* 11 *d.* on other land distinct from that to be given to the Railway Company.

If, therefore, Mr. Adamson sees no further difficulty, my Lords would suggest that no time should be lost in preparing a draft of agreement in accordance with the conditions named in Mr. Ingram's letter to him of the 15th ultimo, should those conditions appear to Mr. Adamson to be acceptable.

I am to state, in conclusion, that the Harbour Master reports that there are certain fixtures, both in the blacksmith's smithy and joiner's shop, on the Government property, which will be required for another building, and it is advisable that power to remove these should be obtained, if the point has not been already considered.

I have, &c.

The Secretary, Admiralty. (signed) *T. H. Farrer.*

The Secretary to the Admiralty, to the Secretary, Board of Trade.

Sir, Admiralty, 4 November 1864.

With reference to your letter of the 3d instant, stating that the Board of Trade are willing to undertake to pay the same amount of feu duty as they are now chargeable with in respect of the Government property which is to be transferred to the Railway Company at Portpatrick in exchange for other lands; if that is the only objection to the conclusion of the arrangement, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that they agree with the Lords of the Committee of Privy Council for Trade in the view they have taken; and the Solicitor to the Admiralty will take the necessary steps without delay.

I have, &c.

The Secretary, Board of Trade. (signed) *W. G. Romaine.*

The Secretary to the Portpatrick Railway Company, to the Secretary, Marine Department, Board of Trade.

Portpatrick Railway Company, Secretary's Office,

Sir, Stranraer, 13 December 1864.

With reference to your letter to Lord Dalrymple, Chairman of this Company, of date 26th October 1863, stating that Mr. Abernethy, the engineer in chief, had reported that the works connected with the completion of the basin, and the deepening of the channel at Portpatrick, would be completed about May or June 1864, I am instructed by my Directors to express their disappointment that the expectations then held out of the works at Portpatrick Harbour being completed about Midsummer last have not been fulfilled. My Directors are now informed that the works have been wholly suspended. As this Company are suffering serious loss by the delay in bringing the works to a termination, I am instructed to inquire whether the suspension referred to is temporary, and, if so, when the works are to be resumed, and at what date the improvements are expected to be completed?

I have, &c.

The Secretary, Marine Department, Board of Trade, London. (signed) *A. Ingram*, Secretary.

The Secretary, Marine Department, Board of Trade, to the Secretary to the Portpatrick Railway Company.

Sir, Board of Trade, 17 December 1864.

I am directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th instant, requesting to be supplied with information on certain points in connection with the suspension of the harbour works at Portpatrick; and, in reply, I am directed to acquaint you that the works have only been suspended for the winter months, during which time what little could have been done would have cost a very large sum compared to its cost during better weather, and that my Lords have arranged for the recommencement of the work at the earliest season of moderate weather in the spring; no time will then be lost in completing them, if Parliament grants the necessary money.

I am, &c.

(signed) *T. H. Farrer.*

The Secretary, Portpatrick Railway Company, Stranraer.

The Secretary to the Admiralty, to the Secretary, Board of Trade.

Sir, Admiralty, 4 April 1866.

I AM commanded by my Lords Commissioners of the Admiralty to request you will lay before the Lords of the Committee of Privy Council for Trade, the accompanying copy of a letter from Mr. Adamson, the Admiralty Law Agent at Edinburgh, in regard to the exchange of lands at Portpatrick with the Railway Company, and my Lords wish to be informed whether the proceedings in the matter are approved.

21 March 1866.

I am, &c.
(signed) *W. G. Romaine.*

To the Secretary of the Board of Trade.

(Enclosure.)

Dear Sir, Edinburgh, 21 March 1866.

I HAVE your favour of yesterday's date. I have had the greatest difficulty in getting the Railway Company to move in the matter to which it refers; and it was only on the 7th current that I received a letter from their secretary, stating his readiness now to go into the transactions in terms of the Board of Trade instructions, and the deeds, I am glad to say, are now in progress. I presume I am right in taking the property we are to get a title to in the name of "The Lords of the Committee of Privy Council for Trade." This matter has been so long hung up by the Railway Company, who have had the Admiralty property since 1859, that I think we ought in fairness to get the rent during that period, of the ground which we are getting as an equivalent, and I have stated this in correspondence to the secretary of the Railway Company; but I will not allow this new element to obstruct the granting of the deeds, if I cannot now get it adjusted, or agreed upon to stand over for after adjustment.

Yours, &c.
A. R. Bristow, Esq. (signed) *D. M. Adamson.*

P. S. I shall return the papers when the deeds are completed.

The Secretary, Board of Trade, to the Secretary to the Admiralty.

Sir, Board of Trade, 19 April 1866.

I AM directed by the Board of Trade to acknowledge your letter of the 4th instant enclosing a copy of a letter from Mr. Adamson, the Admiralty law agent at Edinburgh to the Admiralty solicitor, with regard to the exchange of lands at Portpatrick with the Railway Company, and in reply to the request contained therein I am to acquaint you that it appears to this Board that the proceedings which have been taken are, so far, satisfactory, and it is desirable that the exchange should be concluded with as little delay as possible.

I am to add that the deed should be made out in the name of "The Board of Trade" instead of "The Lords of the Committee of Privy Council for Trade."

The Board of Trade concur in the remarks of Mr. Adamson on the question of rent for the past occupation of the land by the Railway Company.

I have, &c.
The Secretary, Admiralty. (signed) *W. D. Fane.*

PORTPATRICK HARBOUR.

COPY of all CORRESPONDENCE between the Secretary to the Admiralty and the Secretary to the Board of Trade, and the Chairman and Secretary of the Portpatrick Railway Company, relative to the proposed IMPROVEMENTS in PORTPATRICK HARBOUR (in continuation of Parliamentary Paper, No. 159, of Session 1860).

(*Sir Andrew Agnew.*)

Ordered by The House of Commons, *to be Printed*,
11 *May* 1866.

263.

Under 8 *oz.*

PORTPATRICK AND DONAGHADEE HARBOURS, &c.

RETURN to an Order of the Honourable The House of Commons, dated 13 March 1866;—*for*,

COPY "of all CORRESPONDENCE with the Treasury as to the MAIL SERVICE to the North of *Ireland*, viâ *Portpatrick* and *Donaghadee*, subsequent to the 2nd day of March 1860 (and in continuation of Parliamentary Paper, No. 123, of Session 1860)."

Treasury Chambers, 4 April 1866.

HUGH C. E. CHILDERS.

—No. 1.—

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 24 March 1863.

I HAVE the honour to return the accompanying Memorials from the Portpatrick Railway Company and the Belfast and County Down Railway Company, referred to me in July last, upon the subject of sending Mails by the new route between Carlisle and Belfast, *viâ* Stranraer and Larne, which has recently been established.

A considerable time elapsed before this matter could be properly reported upon, owing chiefly to the difficulty which has been experienced in arriving at a satisfactory estimate of the amount of correspondence to be benefited; and even now, although the calculations have been carefully checked, there is much doubt on this point.

Under present circumstances, the London Night Mail for Belfast is forwarded by way of Holyhead and Dublin, and is due at Belfast (post office) at 1.25 p.m. next day; and no advantage, but rather the reverse, would arise from sending it by the proposed route by Stranraer and Larne, inasmuch as it would not reach Belfast until some minutes later. A considerable number of letters from Scotland, however, and some also from parts of England (chiefly towns on the north-east coast) would be accelerated, the total number in this direction being estimated at 5,112 a week. In the direction *from* Belfast, London, as well as cross-post letters, would be benefited. In order that the benefit as regards London letters may be understood, I give below the hours of the present mails from Belfast to London, and those of the additional mail which would be afforded by means of the proposed despatch.

Existing Mails *viâ* Dublin and Holyhead.

1st Mail leaves Belfast Post Office 12.50 p.m., arrives in London (Euston Station) next morning 6.45 a.m.

2nd Mail leaves Belfast Post Office 9.15 p.m., arrives in London (Euston Station) next evening 6.25 p.m.

The proposed additional Mail would leave Belfast Post Office 3.50 p.m., arrive in London (Euston Station) 9.40 a.m. next morning.

It follows that the proposed additional mail would give Belfast a despatch after that by the first mail *viâ* Holyhead, and that this despatch would enable box-holders to reply to urgent letters reaching Belfast at 1.25 p.m.; such

replies arriving in London at 9.40 a.m. next morning, in time for business of that day. On the whole, the district surveyor is of opinion that about 7,200 letters a week altogether in this direction would to some extent be benefited.

Besides the payment which may be made for the railway and sea service, some expense (estimated at 66 *l.* 10 *s.* a year) would be incurred for the transmission of the bags between the post offices and railway stations, &c., and, taking this into account, I should not feel justified, according to the usual practice of the Department, in paying more than about 320 *l.* a year for the conveyance of the mails in question throughout between Carlisle and Belfast.

I think there can be little doubt that the promoters of this line of communication have formed expectations of receiving a much larger amount than 320 *l.* a year for the Mail Service; but how far such expectations are reasonable, it must be for your Lordship to decide; the Treasury Minute, dated 15 August 1856, giving no information on this point. The wording of that Minute is as follows:—

"When a steam service shall be established suitable for carrying the mails, they [the Lords of the Treasury] will be prepared to use it for that purpose upon fair and reasonable terms."

Looking at all the facts of the case, I am disposed to consider that, in the event of your Lordships being of opinion that an allowance should be granted beyond what the correspondence would under ordinary circumstances warrant, it would be expedient to make the annual payment dependent upon the number of letters which are conveyed by the mail; and I would recommend, as a liberal mode of dealing with the case, that an allowance at the rate of ½ *d.* a letter upon the correspondence forwarded in both directions should be granted, it being understood that such payment is to cover the whole cost of the service by sea and land between Carlisle and Belfast. It is difficult to form any near estimate of what this payment would amount to; but it seems probable that it would be between 1,000 *l.* and 1,500 *l.* a year.

In returning the enclosed memorials to your Lordships, I think it right to draw attention to the fact that while that from the Portpatrick Railway Company applies for the employment of the Stranraer and Larne route, those from the Belfast and County Down Railway Company remonstrate against such employment. It is for your Lordships to decide whether, under the circumstances, any service whatever shall be established until the route originally decided upon—viz., that by way of Portpatrick and Donaghadee—is available.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Stanley of Alderley.*

— No. 2. —

The Secretary to the Treasury to the Postmaster General.

My Lord, Treasury Chambers, 4 May 1863.

The Lords Commissioners of Her Majesty's Treasury have had before them your Lordship's letter of the 24th March last, returning Memorials from the Portpatrick Railway Company, and the Belfast and County Down Railway Company, upon the subject of sending mails by the new route between Carlisle and Belfast *viâ* Stranraer and Larne, which has recently been established.

I am directed by my Lords to state, that having considered your Lordship's observations thereon, they are not prepared to sanction the temporary adoption of a mail service between Stranraer and Larne, pending the completion of the works at Portpatrick Harbour.

I am, &c.

The Postmaster General, &c. &c. &c. (signed) *F. Peel.*

—No. 3.—

The Chairman of the Portpatrick Railway Company to the Secretary to the Treasury.

Culhorn House, by Stranraer,
Sir, 16 April 1863.

With reference to the interview which I, along with deputations of Directors of the London and North Western Railway and Portpatrick Railway Companies had with you at the Treasury on 18th February last, on the subject of conveyance of the mails for the north of Ireland *viâ* Portpatrick and Donaghadee, I now avail myself of the suggestion made by you, to bring under your notice, in writing, the obligations which we think the Treasury have incurred to complete the Harbour at Portpatrick with the least possible delay, and to make use of this route as a mail passage, on terms which will enable the parties concerned to carry out the objects contemplated by the Government.

I have, in the outset, to direct your attention to several memorials printed in Parliamentary Paper, No. 123, 2d March 1860, very numerously signed by influential parties in Ireland and Scotland; following upon which, the Lords of the Treasury, by Minute dated 27th May 1856, inform the Lords of the Admiralty that they "fully recognise the desirableness of a short sea passage between the north of Ireland and Scotland, which might be used for the conveyance of mails and passengers," and request them "to report between what points on the coast on each side will be, upon the balance of all considerations, the best for such a passage, taking into account the existing convenience for such services." Whereupon the Admiralty, on 23d July 1856, reported to the Treasury that, "after duly considering the subject, they had come to the conclusion that Portpatrick and Donaghadee are the most suitable harbours between which a short sea-passage can be best established." Following upon this Report, the Lords Commissioners of the Treasury, by Minute dated 15th August 1856, "upon the advice of the Admiralty, decided that the best ports for the establishment of a short sea passage between Ireland and Scotland were Portpatrick and Donaghadee, and resolved to adopt the line between such ports as a mail passage, and to make such improvements on the ports as shall best fit them for the purpose;" which Minute, in consequence of communications addressed to the Secretary of the Treasury by Lord Dufferin, was supplemented by others of dates 17th and 21st July 1857, from which it will be seen that their Lordships distinctly state, that "inasmuch as the condition attached to their Minute of 15th August 1856, that a railway should be constructed on both sides of the Channel, to reach the Ports of Portpatrick and Donaghadee, has been as far complied with as circumstances will admit, they feel that they are under an obligation to adhere to their decision of 15th August 1856; and they engaged that the harbour works were to be proceeded with in such a way as to secure the completion of the works in the harbour, so that they should be concluded at least so soon as the Railway Company should be in a condition to use it in connection with their line." In consequence of these latter Minutes, the following penal clause was inserted in the Portpatrick Railway Act, binding the Company to complete the works to Portpatrick Harbour, viz.: "If the railway and branch railway to the north pier of the harbour of Portpatrick by this Act authorised shall not be completed and opened to the public within the period of five years from the passing of this Act, then and from thenceforth it shall not be lawful for the Company or the directors thereof to pay any dividend to the shareholders until such railway and branch railway to the north pier of Portpatrick Harbour shall have been completed and opened for public traffic."

In pursuance of the resolution of the Treasury, a Parliamentary Vote of 20,400 *l.* was passed during the Session of 1859, for extending and improving the Harbour of Portpatrick; and on 20th July 1859, the Secretary to the Admiralty wrote the letter to the Secretary of the Portpatrick Railway Company, quoted at page 2, of Parliamentary Return, No 159, 21st March 1860, acquainting him, for the information of the Railway Company, that a Vote of 20,000 *l.* had been granted for the improvement of Portpatrick Harbour, and that the harbour works would be entered upon as soon as the contract for the railway works between Portpatrick and Stranraer had been commenced. Reference is made to the subsequent correspondence quoted in the Parliamentary Return last above-

above-mentioned, particularly the letter from the Secretary to the Admiralty of date 17th August 1859, from which you will observe, that the Railway Company were urgently required to proceed with the construction of the portion of the line between Stranraer and Portpatrick, and that a communication should be made to the Admiralty, guaranteeing the progress of this portion of the line, as a condition antecedent to the commencement of the works for improvement of the Harbour at Portpatrick.

The Railway Company accordingly proceeded with all possible dispatch to complete the line to Portpatrick, which was opened for traffic in August 1862; but they regret to find that the works for improvement of the harbour have not been prosecuted in the same way; very little progress has as yet been made, and almost nothing has been done to deepen the channel so as to admit of vessels of a size sufficient to accommodate the traffic entering the harbour.

I wish here to call your attention to the fact, that it was the Lords of the Treasury who undertook "to secure the completion of the works in the harbour, so that they should be concluded at least as soon as the Railway Company should be in a position to use it in connection with their line," and an obligation thus rests upon the Treasury, to see that these works are carried on in a more rapid and efficient manner than has hitherto been adopted. I believe the contract originally entered into for the necessary improvements on the harbour has been departed from, and the principal part of the work is now being executed without a contract. Already, it appears, nearly the whole of the sum formerly voted has been expended, and a further grant will be necessary, which should be applied for this Session, to enable the Board of Trade to enter into a new contract for the completion of the works, and this I particularly desire to impress upon you, as the Railway Company have already suffered great loss by the failure of the Government to have the harbour ready for traffic at the time promised.

I desire also to ascertain from you, what the Treasury are prepared to do in fulfilment of their obligation to adopt the line of communication *viâ* Portpatrick and Donaghadee as a mail passage. It is almost unnecessary for me to observe, that one of the chief inducements to the Railway Company to enter upon the construction of their line was the prospect of getting access to a sufficient harbour at Portpatrick, to take advantage of the short sea passage to Ireland, and the promise on the part of the Treasury that this route would be adopted as a mail passage. The railway companies have done their part, the Government have, in part, recognised the obligations under the Minute of August 1856, by determining the ports, and expending certain sums on the improvement of the harbours, and the time seems now to have arrived when arrangements should be made for carrying out the remaining obligations incurred by the Treasury under the above Minute, viz., "the adoption of the line between the ports as a mail passage." I have on this point to remark, in reference to an observation made by you at the interview referred to, that it is with the Treasury, who incurred the obligation, that the Railway Company have to deal, and therefore I address myself to you and not to the Post Office, a department which has nothing to do with the matter except the practical details connected with the carriage of the mails. The Railway Company therefore consider that it devolves on the Treasury to treat with them as to what sum will be a fair compensation for the service to be performed. It appears to me, that the only question which really remains to be determined between the Treasury and this Company, under the stipulations of the Treasury Minute, is the rate or terms on which the mails are to be conveyed. With reference to these, if the Treasury and Railway Company cannot come to an arrangement, the Company would propose that the question of remuneration, both for the use of the lines of railway and sea passage, should be determined by arbitration. It is obviously necessary that the rate for the sea passage should be fixed as soon as possible, in order that proper arrangements may be made with responsible parties who would be disposed to undertake the service, provided an adequate remuneration is allowed.

I am, &c.

(signed) *Dalrymple*,
Chairman, Portpatrick Railway.

Frederick Peel, Esq., M. P.,
Secretary to the Treasury.

— No. 4. —

The Secretary to the Treasury to the Postmaster General.

My Lord, Treasury Chambers, 28 May 1863.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith a Report from the Board of Trade, dated the 21st instant, with sundry enclosures, relative to the harbour works at Portpatrick, and the packet service between that port and Donaghadee, together with a letter dated 16th ultimo, from Viscount Dalrymple, Chairman of the Portpatrick Railway, on the same subject; and I am to request that your Lordship will report, with reference to the extent and meaning of the words in the Treasury Minute of 15th August 1856, what in your Lordship's opinion is the nature and extent of the service which will be required to be performed in respect of the conveyance of mail bags, when the communication by way of Portpatrick and Donaghadee shall be established as proposed, and in what manner or to what amount "a fair and reasonable rate of remuneration can be proposed."

I am, &c.

The Postmaster General, (signed) *F. Peel.*
&c. &c. &c.

P.S.—I am to request that the enclosures to this letter may be returned

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— No. 5. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 17 June 1863.

1. IN returning the Report from the Board of Trade, and its Enclosure, which accompanied Mr. Peel's letter of the 28th ultimo, I have the honour to refer to my letter of the 24th March last, suggesting that, in case your Lordships had been of opinion that mails should at once be sent to and from Belfast by the temporary communication which has been established *viâ* Stranraer and Larne, the payment offered for that service should be at the rate of ½ *d.* a letter for the conveyance, both by land and sea throughout, between Carlisle and Belfast. The annual amount which it was estimated would thus have been paid was from 1,000 *l.* to 1,500 *l.* a year.

2. After carefully considering the question now put to me as to what payment should be made for the service by way of Portpatrick and Donaghadee, as soon as that route becomes available, I have come to the conclusion that the same mode of remunerating the contractors as I proposed for the Stranraer and Larne route will, for many reasons, be desirable. I need scarcely state that under ordinary circumstances, so large a share of the postage as ½ *d.* on each letter could not be expended for an acceleration to the extent which will in this case be effected; and, bearing in mind that the transmission of mails by this route will diminish the advantage of the costly service *viâ* Holyhead and Kingstown (which was established partly for improving the communication between England and the North of Ireland), I should hesitate much to incur any large expense for this separate service. Having reference, however, to your Lordships' Minute of the 15th August 1856, I think ½ *d.* per letter in each direction, for the service throughout, between Carlisle and Belfast, will be a proper and liberal rate of remuneration.

3. It is difficult to form an estimate as to the annual payment which the contractors would receive under the arrangement above proposed, as it would mainly depend upon how far the hours of arrival and departure at Belfast are convenient for the mail service, and upon the time occupied on the journey. I do not propose that any control, with respect to these points, should be exercised

by this Department; but, as those letters only which would derive advantage would be forwarded by the route in question, it would be to the interest of the contractors to make the service as far as possible convenient to the Post Office, with the view of obtaining the greatest number of letters. Assuming that the arrangements *viâ* Portpatrick and Donaghadee are similar to those now in force for passenger traffic *viâ* Stranraer and Larne, but that the time occupied between Stranraer and Belfast is reduced, it is probable that, at the rate of ½ *d.* a letter, the contractors would receive an annual payment of from 1,500 *l.* to 2,000 *l.* a year. A service once daily in each direction has been taken into account, more than this being altogether unnecessary.

4. Your Lordships will observe that I propose to make the agreement apply to the whole distance by land and sea between Carlisle and Belfast; and I attach great importance to this point, as, if the agreement were to apply to the sea service only, a very large additional payment, and one perhaps far beyond what the circumstances would warrant, might be demanded for the land service. It should, moreover, be clearly understood that, in dealing with the question as to what letters shall be forwarded by this route, the Post Office will take into consideration the comparative regularity with which the mails reach their destination; and, generally, that it reserves to itself a full discretionary power.

I have, &c.

The Lords Commissioners of the Treasury.

(signed) *Stanley of Alderley.*

— No. 6. —

Mr. *G. A. Hamilton* to the Postmaster General.

My Lord, Treasury Chambers, 20 July 1863.

With reference to your letter of the 17th of June, respecting mail communication with the north of Ireland, by way of Portpatrick and Donaghadee, I am commanded by the Lords Commissioners of Her Majesty's Treasury to forward to you the accompanying letter (in original) from the Secretary to the Portpatrick Railway Company for your consideration, and I am to request that you will inform their Lordships whether you see anything stated therein which would lead you to suggest that any alteration or addition should be made in or to your letter above referred to of the 17th ultimo.

I am to ask the favour of as early a reply as possible, and also the return of the letter enclosed.

I have, &c.

The Postmaster General, &c. &c. &c.

(signed) *Geo. A. Hamilton.*

— No. 7. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post-office, 22 July 1863.

With reference to your Lordships' letter of the 20th instant, I have the honour to return the enclosed communication from the Secretary of the Portpatrick Railway Company, and to inform your Lordships that the statements contained in it do not in any way alter my view as to the course which should be adopted with regard to the mode of determining the rate of payment for the proposed mail service *viâ* Portpatrick and Donaghadee; but, on the other hand

hand, they strengthen the arguments in favour of my recommendation of a payment, at the rate of ½ *d.* on each letter for its conveyance throughout between Carlisle and Belfast.

It is unnecessary to enter into the question as to how far the Directors of the Portpatrick Railway Company are correct as to the importance of this postal communication; because, under the plan of payment recommended, if the correspondence should be large, the payment which the contractors will receive will also be large; and, in any case, it will be proportionate to the value of the service.

I am still of opinion that one mail by this route, in addition to the existing mails *viâ* Holyhead and Dublin, is amply sufficient; and I think it will be found that a second mail at the hours proposed, viz., arriving in Belfast at 12.30 a.m., and in London at 9.50 p.m., is not likely to afford much postal benefit; but, if the second communication should be found useful for any portion of the correspondence to and from Belfast, there would be no difficulty in establishing a mail by it upon the same conditions with regard to payment.

I have, &c.

The Lords Commissioners of the Treasury.

(signed) *Stanley of Alderley.*

— No. 8. —

Copy of Treasury Minute, dated 3 September 1863.

My Lords have under consideration the Postmaster General's letter of 17th June, also the letter of the Board of Trade of 21st May, together with hat from Viscount Dalrymple of 16th April, and the communication from the Secretary of the Portpatrick Railway Company of the16th July; likewise the Treasury Minute of 16th August 1856.

In that Minute the following statement is contained with reference to the matter now urged by Lord Dalrymple on behalf of the Portpatrick Railway Company:

"It has been represented to my Lords, that in the event of the Government deciding upon the best ports for the passage referred to, and especially in the case of Portpatrick and Donaghadee being adopted, and provided the Government should be willing to use it as a mail communication, that, in the first place, a steam-boat service, suited both for passengers and mails, would be established by a private company, without any aid from the Government, except a fair price for carrying the mails; and that in the second place the railways on each side of the Channel would be completed, so as to connect Donaghadee on the one side with Belfast and the main line, and Portpatrick on the other side, with Glasgow to the north and with Dumfries to the east, by which all the important objects in view would be fully attained. All this, it has been understood, will be performed by private enterprise, if only the Government, on its part, will—

"1. Determine the ports most suitable for the service.

"2. Adopt the line between such ports as a mail passage.

"3. Make such improvements in the ports as shall best fit them for the purpose.

"These conditions my Lords are prepared to adopt. They have already, upon the advice of the Admiralty, decided that the best ports will be Portpatrick and Donaghadee, and have instructed the Lords Commissioners to report upon the improvements and alterations required to render them suitable for the service; and when a steam service shall be established for carrying the mails, they will be prepared to use it for that purpose, upon fair and reasonable terms."

Lord Dalrymple, in his letter of 16th April, inquires what the Treasury propose to do in fulfilment of these obligations to adopt the line of communication *viâ* Portpatrick and Donaghadee, as a mail passage. My Lords are prepared to adopt the line as a mail passage, and to determine what would be a fair price to be fixed for the conveyance of the mails.

The Postmaster General, in his letter of 17th June, in proposing that the payment for the service should be at the rate of ½ *d.* a letter in each direction for the service throughout between Carlisle and Belfast, by land as well as by sea, states that under ordinary circumstances so large a share of postage as ½*d.* on each letter could not be expended for an acceleration to the extent which in this case will be effected; but that having regard to the Minute of the 15th August 1856, his Lordship thinks that ½ *d.* per letter in each direction for the service throughout between Carlisle and Belfast, will be a proper and liberal rate of remuneration. The Postmaster General adds, that it is difficult to form an estimate as to the annual payment which the contractors may receive under the arrangement proposed, as it would mainly depend upon how far the hours of arrival and departure at Belfast may be convenient for the mail service, and upon the time occupied on the journey, and that he does not propose that any control with respect to these points should be exercised b his department; but as those letters only which would derive advantage would be forwarded by the route in question, it will be to the interest of the contractors to make the service as far as possible convenient to the Post Office, with the view of obtaining the greatest number of letters. It should, however, his Lordship states, be clearly understood, that in dealing with the question as to what letters shall be forwarded by this route, the Post Office will take into consideration the comparative regularity with which the mails reach their destination, and that it reserves to itself a full discretionary power.

My Lords, concurring in the proposition and view of the Postmaster General, are pleased to offer to the Company the rate of ½ *d.* per letter for each letter conveyed throughout in each direction between Carlisle and Belfast, subject to the conditions herein set forth, and also to re-adjustment and reduction at the end of five years.

Transmit a copy of this Minute to Viscount Dalrymple for the information of the Directors, and to the Board of Trade, with reference to Mr. Booth's letter of 21st May and its enclosures; also to the Postmaster General.

— No. 9. —

The Chairman of the Portpatrick Railway Company to the Secretary to the Treasury.

Sir, Culhorn, by Stranraer, 30 September 1863.

I DULY received your letter of 5th September current, with copy Minute of the Lords Commissioners of Her Majesty's Treasury, dated 3d September, therein referred to; and, in answer to that Minute, I have, in the first place, to remind you that at the interview which a deputation of Directors of the Portpatrick Railway Company, and parties from the north of Ireland interested in the establishment of the mail service *viâ* Portpatrick and Donaghadee, had with you at the Treasury on 24th July last, you were good enough to promise that you would supply us with the particulars on which your offer of payment of ½ *d.* a letter in each direction, for the service throughout, between Carlisle and Belfast, was based, and particularly the estimate by the Government of the annual amount which this payment of ½ *d.* per letter would yield, for the service to be performed. It must be obvious to you that the Companies and parties concerned have no means of arriving at an estimate of what your offer would bring, and it is only through the Post Office Department that this information can be obtained. I presume, before making the offer, that a calculation was made of the gross amount which the Government would have to pay; indeed,

I am

I am informed you stated to the deputation that such a calculation would be given; and without it we cannot say whether the offer made is one that would enable the parties concerned to conduct the service in an efficient manner or not. Although the Directors are at a loss to understand on what grounds the remuneration proposed should differ in principle from that by which the payment to other railway companies is regulated, especially having regard to the encouragement given by Government to the establishment of the short sea route, *viâ* Portpatrick and Donaghadee, under the Treasury Minute of 15th August 1856, on the faith of which nearly 700,000 *l.*, now lying unproductive, has been expended in the railway enterprises connected with it; it may be that the offer now made is a fair one. But without the information asked for, it is not in the power of the Directors to form any judgment as to whether or not it is an offer which they could recommend for acceptance.

There are three points upon which we especially desire to be informed—

1st. The aggregate payment which it is estimated would be received for the service.

2d. The proportion in which such payment would be divisible among the several railway companies whose lines intervene between Carlisle and Belfast, viz., Glasgow and South Western, 33 miles; Castle Douglas, 20; Portpatrick, 61¼; and Belfast and County Down, 22 miles.

3d. The proportion of such payment which would accrue to the parties who might establish the steamboat service between Portpatrick and Donaghadee.

I beg the favour of an early reply.

I am, &c.
(signed) *Dalrymple*,
Chairman, Portpatrick Railway Company.

To Frederick Peel, Esq.,
Secretary to the Treasury, London.

— No. 10. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 12 October 1863.

In returning the enclosed letter from Viscount Dalrymple, the Chairman of the Portpatrick Railway Company, I have the honour to inform your Lordships that, as stated in my letters of the 17th June and 22d July last, there is much difficulty in forming an estimate as to the aggregate amount per annum which would be paid for the transmission of Irish mails between Carlisle and Belfast, *viâ* Portpatrick and Donaghadee, assuming that my proposal of payment at the rate of ½ *d.* a letter be adopted; but that I consider this mode of remunerating the contractors both liberal and expedient, inasmuch as, while the sum paid will amount to nearly half the total postage on the letters conveyed, it will be to a great extent dependent upon the value of the service rendered.

In my letter of the 17th June, I estimated the annual payment at from 1,500 *l.* to 2,000 *l.*; but, provided an arrival of the night mail from London at Belfast be effected by 10.20 a.m., and the despatch of the evening mail from Belfast do not take place until 6 p.m. (the hours given in the Company's letter to the Treasury of the 16th July), it is probable that the above estimate would be much exceeded, and that the annual payment would be about 3,000 *l.* a year.

As regards the division of the payment between the railway companies and the steam packet company, it appears to me that this is a point which may be left entirely to the companies concerned; but, should your Lordships be of a different

different opinion, I would suggest that the division be made in the same proportions as those which may be arranged as regards the fares of passengers or the charges for parcels between Carlisle and Belfast.

I have, &c.
(signed) *Stanley of Alderley.*

The Lords Commissioners
of the Treasury.

— No. 11. —

The Secretary to the Treasury to the Chairman of the Portpatrick Railway.

My Lord, Treasury Chambers, 30 October 1863.

I AM directed by the Lords Commissioners of Her Majesty's Treasury to transmit herewith an extract from a letter addressed to this Board on the 12th instant by the Postmaster General, which appears to answer the various points upon which information was requested in your Lordship's letter of the 30th ultimo, relative to the payment for the transmission of the Irish mails between Carlisle and Belfast, *viâ* Portpatrick and Donaghadee.

I am, &c.
(signed) *F. Peel.*

Viscount Dalrymple,
Culham House, Stranraer.

— No. 12. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 8 July 1864.

THE enclosed memorial from inhabitants of Larne and its neighbourhood prays that, in the establishment of a mail service between Scotland and the north of Ireland, the route between Stranraer and Donaghadee may not be allowed to be substituted for the route between Portpatrick and Donaghadee, originally proposed; an object which, the memorialists state, is sought to be obtained by a Bill which has been presented to Parliament by the Belfast and County Down Railway Company in conjunction with the Portpatrick Railway Company.

As the whole matter, which is not one of much importance in a postal point of view, rests upon a promise made by the Treasury some years since, I think it right to forward this application to your Lordships.

I have, &c.
(signed) *Stanley of Alderley.*

The Lords Commissioners
of the Treasury.

— No. 13.

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 24 December 1864.

WITH reference to my letter of the 8th of July last, I have the honour to inform your Lordships that a deputation, consisting of Lord Templetown and other gentlemen, called at this office on the 19th instant, with the view of stating that in consequence of the works at Portpatrick Harbour having been stopped, there is an intention on the part of certain persons interested in the establishment of a service between Scotland and Ireland, *viâ* Stranraer and Donaghadee, to renew their application for the establishment of a postal service by way of those ports. The deputation desired to make a similar protest to that of last summer, referred to in my letter of the 8th of July, against the Treasury Minute of August 1856, which is confined to the establishment of a mail

mail communication between Portpatrick and Donaghadee, being made applicable to a service between Sranraer and Donaghadee; their objection being made on the ground that such a departure from the terms originally decided upon would altogether prevent the establishment of a service, *viâ* Stranraer and Larne, in which they are interested.

Lord Templetown and the other gentlemen were informed that the matter is one in which the Post Office takes comparatively little interest, there being little probability of any great postal accommodation arising from the communication in question, and that the whole matter rests more with the Treasury that with this Office.

It may be well that your Lordships should be aware of what has passed in the matter.

I have, &c.
(signed) *Stanley of Alderley.*

To the Lords Commissioners of
Her Majesty's Treasury.

— No. 14. —

The Chairman of the Portpatrick Railway Company to the Secretary to the Treasury.

Oxenford Castle, Dalkeith, N. B.,
6 March 1865.

Sir,

As Chairman of the Portpatrick Railway Company, I would again beg to direct your attention to the serious loss which that Company has sustained from the failure of the Government to fulfil their obligations to them. The Treasury on the one hand insisted upon a penal clause in the Portpatrick Railway Bill absolutely binding the Company to complete an expensive part of their line to the Harbour of Portpatrick, and on the other hand, by Treasury Minute of 21st July 1857, agreed "to take such steps as shall be requisite in order to secure the completion of the works in the harbour so that they shall be concluded at least as soon as the Railway Company shall be in a condition to use it in connection with their line." The principal part of the Portpatrick Railway, 53½ miles to Stranraer, was completed and opened to traffic four years ago, and the additional piece of 7½ miles to Portpatrick was opened nearly three years ago, and might have been much sooner if the harbour had been ready.

The harbour at Portpatrick is still unfinished, and the railway company being thus disappointed both of the short sea passage to Ireland and of the carriage of the mails promised by Government, without the certainty of which the Portpatrick Railway, through a poor country, could never have been made; no dividend has yet been paid to the shareholders upon a capital of above half a million, and the revenue for four years has not even quite met the working expenses. It seems now possible, in the course of the next three or four months, that the Portpatrick Harbour may be ready for the packet service; and, looking to the great loss which has been already sustained by the railway companies from delay on the part of the Government, I trust the Treasury will not only give peremptory orders for the completion of the harbour works at Portpatrick with the least possible delay, but will also, in fulfilment of their minutes, direct the Post Office to give suitable terms for this important international mail service, so that arrangements may be made by the railway companies to put on boats as soon as the harbour is ready to receive them.

On the subject of the mail service, I beg to refer to your letter of the 5th September 1863, when you transmitted to me a copy Minute of Treasury, dated 3d September 1863, in which their Lordships decided that "when a steam service shall be established for carrying the mails they will be prepared to use it upon fair and reasonable terms." In that Minute the Treasury were further pleased to offer only a halfpenny per letter for each letter conveyed throughout in each direction between Carlisle and Belfast, and from your subsequent letter of 30th October, and relative letter from the Postmaster General of 12th October, it appeared that the Post Office originally estimated this offer at an annual payment of from 1,500 *l.* to 2,000 *l.*; but that if a certain speed can be

obtained the number of letters would be greater, and the annual payment might probably exceed these sums, and be about 3,000 *l.* a year.

Now I wish to submit to the Treasury that, upon the faith of the engagement of the Government to make the harbour and give the mails on reasonable terms, the Portpatrick Company have expended above half a million in making an access to Portpatrick, through a poor country; that the County of Down Company have also expended a large sum in making a railway to the Irish harbour of Donaghadee, and that the terms offered by the Treasury for carrying the mails are not only utterly inadequate for the service required, but are estimated upon a principle certainly not contemplated by either of the parties to the original engagement. The natural inference from the Treasury Minutes is that the Treasury would give a fair and reasonable definite sum for railway mileage and sea service, such as they had been in the habit of giving in other places. The service proposed is for the benefit of the north of Ireland and the town of Belfast, the trade and postal intercourse of which have increased and are increasing as much as any town or district in the kingdom. Belfast is well entitled to the express mail service given to other commercial towns in England and Scotland, and on similar terms. It is proposed, in fact, that the express mail service from England to Scotland should have a branch off from Carlisle to Belfast and the north of Ireland, by which one whole day will be saved in answering letters from Belfast and the north of Ireland to London and the manufacturing towns in the centre and north of England.

Now the sum offered by the Treasury is only at most 3,000 *l.* for an express land carriage from Carlisle to Portpatrick of - - - - 113½ miles
and from Donaghadee to Belfast of - - - - - - 22 „

Total land carriage - - - 135½ „

and farther, to include the sea service between Donaghadee and Portpatrick of 22 miles.

If the Treasury will calculate the mileage rate usually allowed for express trains over the above distance, and the sum usually granted for a sea service such as that betwixt Donaghadee and Portpatrick, they will see that the largest sum suggested by the Post Office would really amount to an evasion of the obligation come under by the Government, which of course cannot be the intention. You will also see the unreasonableness of making the remuneration depend on the number of letters, upon which the railway companies cannot base any calculations, and besides leaving to the Post Office the control of how Irish letters are to be sent. I trust therefore the Treasury will re-consider this subject in a proper spirit, and seeing the advantage that this mail service and short sea passage will be to the north of Ireland, and to Ireland generally, as indicated by a memorial to the Lord Lieutenant in 1856, signed by 24 peers and 847 proprietors, merchants, farmers, and others in Ireland, that they will fix a certain express mileage rate for the land service, and a fixed sum for the sea service; and, in order to bring this matter to the earliest possible conclusion, I would crave a meeting at the Treasury to receive a deputation from the railway companies, and from the town of Belfast and other parties in the north of Ireland, interested in this matter.

In the meantime I would farther refer you to a letter to you of 16th July 1863, from the Secretary of the Portpatrick Railway Company, explaining the excellent mail service proposed for the north of Ireland, and from which, by calculating the distances at ordinary express mileage rates, you may be prepared, on the part of the Treasury, to offer allowances somewhat in correspondence with the service to be performed, and with what were the views and intentions of Government and the railway companies when the agreement was entered into and the railways subscribed for.

I have, &c.
(signed) *Stair*,
Chairman, Portpatrick Railway Company.

The Right Hon. Frederick Peel.

— No. 15. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 27 March 1865.

I HAVE the honour to return the enclosed letter from the Earl of Stair, the Chairman of the Portpatrick Railway Company, and to furnish your Lordships with the following report upon the subject, so far as it relates to the Post Office; this report, however, being little more than a recapitulation of those which I have already made in former years.

The mails between England, and by far the greater part of Ireland, are, and must doubtless continue to be, sent by the very costly service which has within the last few years been established by way of Holyhead and Kingstown. Those between Scotland and Ireland are conveyed also by way of Holyhead and Kingstown, or by packets between Greenock and Belfast, which latter have for many years afforded a very convenient communication without any expense to the Government. There is therefore, throughout, little want of this additional communication by way of Portpatrick and Donaghadee, so far as the postal requirements of Ireland generally are concerned; and any benefit that can be derived from it will be confined to a portion of the mails of Belfast itself, and some few neighbouring towns in the north of Ireland.

The principal advantage to be derived by the Post Office from the proposed route, would be that of improving the communication between London and Belfast; but this is entirely dependent upon whether the first service described in the Portpatrick Railway Company's letter of the 16th July 1863 is strictly adhered to, and performed with punctuality. That service consists of a mail in each direction between London and Belfast, at the following hours—

Leave London, 8.40 p.m.; at Carlisle, 4.10 a.m.; at Belfast, 10.45 a.m.
Leave Belfast, 6 p.m.; at Carlisle, 12.35 a.m.; at London, 9.40 a.m.;

and such a mail would no doubt be of considerable advantage to Belfast; but even this would not, in my opinion, warrant the establishment of a costly service by trains and packets at hours unsuitable for ordinary traffic; and for that reason I have not contemplated any control over the hours by the Post Office. I should here mention that the second service referred to in the above-mentioned letter of 16th July 1863 would be of very little, if any, use to the Post Office; and, in fact, only one service in each direction daily can be established with advantage for mail purposes.

As regards the question of payment, my Lords only repeat the proposition which they have already made, viz., that ½ *d.* shall be paid on each letter sent to or from Ireland by way of Portpatrick and Donaghadee; this payment to provide for the conveyance over the whole or any part of the distance between Carlisle and Belfast. This is much more than I should feel justified in authorising to be paid for such an additional service under ordinary circumstances. It must be obvious that a payment at the rate of ½ *d.* a letter, or nearly half the postage received, is much more than would, under ordinary circumstances, be admissible in such a case as this, where there are already two mails in each direction daily between London and Belfast, which two mails have of late years been accelerated at enormous expense under the new Irish postal service, by way of Holyhead. The rate of ½ *d.* a letter, moreover, does not cover the whole cost of conveyance between London and Belfast, as the transmission between London and Carlisle must be provided for.

According to the best estimate that could be arrived at in 1863, the annual sum which the contractors would receive at the rate of ½ *d.* a letter, assuming a service to be established in each direction daily at the hours above-mentioned, is about 3,000*l.* a year.

I have, &c.

The Lords Commissioners of the Treasury. (signed) *Stanley of Alderley.*

— No. 16. —

The Chairman of the Portpatrick Railway Company to the Secretary to the Treasury.

St. George's Hotel, Albemarle-street,
Sir, London, 17 May 1865.

In reply to your letter to me of date 4th April last, on the subject of the mail service to the North of Ireland, *viâ* Portpatrick and Donaghadee, I have to observe that the service, to afford the advantages required, must be by special express train and steamer, running daily over 271 miles of railway, and 42 miles of sea passage, in all 313 miles daily, at hours when no local traffic would be conveyed. For this service the remuneration offered, if amounting to 2,000 *l.* per annum, would only be at the rate of fourpence and a farthing (4¼*d.*) per mile, including sea passage; or if amounting to 3,000 *l.* per annum, the rate would be sixpence and a farthing (6¼*d.*) per mile. For the like service to Scotland, the railway companies north of Carlisle are paid at the rate of 3*s.* 6 *d.* per train mile. But the Treasury do not even engage that the remuneration would amount to the sums mentioned, as, according to the proposa lsubmitted, it depends on the caprice of the Post-office authorities whether the amount shall be 3,000 *l.*, 2,000 *l.*, 1,500 *l.*, or even less, it being in their option to use the route as much or as little as they may please. Another consideration is that the amount offered would have to be divided among four railway companies, viz., The Glasgow and South Western, Castle Douglas, Portpatrick, and County Down Railways, besides the steamboat proprietors; and if divided according to mileage, the largest amount falling to any one company would only be 800 *l.* per annum, or thereby, which would be the share of the Portpatrick Company, at the medium sum mentioned, for a special train service of 122 miles daily, while the allowance for the steamboat service would not at the utmost exceed 400 *l.* per annum.

It could not have been contemplated by the Government, or the railway companies, at the time the Treasury Minute of August 1856 was published, that the question of remuneration for the mail service would be dealt with in the niggardly manner now proposed. The railway companies having, on the faith of that Minute, incurred such a large expenditure in the construction of their lines, had right to expect that the line and sea passage by Portpatrick and Donaghadee would be used as the mail route, and that they would be fairly and reasonably remunerated, on the same footing as other companies for like services. If the Government had considered that the mail service to the north of Ireland was of so little national importance as that a payment of 400 *l.* per annum would suffice for the sea passage, they were scarcely warranted in recommending Parliament to expend so large a sum as 50,000 *l.* to adapt the harbours of Portpatrick and Donaghadee for the steamboat accommodation, as a service to be so remunerated could easily have been conducted by steamers of a smaller size, and such as the harbours before the expenditure was made, could have accommodated; but even then the sums mentioned would have been absurdly small for a special service by train and steamer both ways, and is utterly inadequate for the description of steamers now intended, and the sort of service required by the Post-office.

In these circumstances I have to inform you that in so far as the Portpatrick Company is concerned, they cannot undertake to perform the service on the terms proposed, and they respectfully ask the Treasury to reconsider the matter with reference to the required service, and the obligations incurred by the Government at the time the Portpatrick Railway was projected.

I am, &c.
(signed) *Stair*,
Chairman, Portpatrick Railway Company.

The Right Honourable
Frederick Peel, M. P., Secretary
to the Treasury.

— No. 17. —

The Chairman of the Portpatrick Railway Company to the Secretary to the Treasury.

Sir, Brookes's Club, London, 22 June 1865.

As I have received no reply to my letter of 17th ultimo, and having since, along with an influential deputation of noblemen, Members of Parliament, and other gentlemen, had an interview with Lord Palmerston on the subject of the mail service to and from the north of Ireland, *viâ* Portpatrick and Donaghadee, I now, as suggested by Lord Palmerston, beg, as Chairman of the Portpatrick Company, to submit a definite proposition to the Treasury for the performance of the mail service by the above route. It is proposed that the mail for Belfast should be sent by the Scotch limited express train, leaving London at 8.40 p. m.; that the train should make a stop at Lockerby, and be forwarded thence at express speed, *viâ* Portpatrick and Donaghadee, to Belfast, arriving at the latter place at or about 10.50 a. m. It is further proposed that the return mail should leave Belfast about 6 o'clock p. m., join the mail train leaving Edinburgh at 9.20 p. m., at Lockerby, and arrive in London at 9.40 a. m. Lockerby is suggested as a place of junction, both because the Scotch mail service is performed by the Caledonian Railway Company, who have running powers over the whole intermediate distance between Lockerby and Portpatrick, viz., about 96 miles, and also because no additional expense would be incurred by the Post Office for the conveyance of the mail between London and Lockerby. By the arrangement proposed, a saving of an entire day would be effected in the transmission of the mails between London and Belfast, and a still greater gain in point of time in the postal communication with the towns in the north of England.

You will observe that the arrangement proposed necessarily involves a special train and steamboat service at high speed, running at times when little passenger traffic could be looked for or carried. It must therefore be obvious that the remuneration to be given must be commensurate with the nature of the service to be performed, which in this case will be similar to that now performed by the Caledonian Company between Carlisle and Edinburgh and Glasgow. I therefore offer, on the part of the Portpatrick Company, to perform the service at the same rate as is allowed to the Caledonian Railway Company, viz., 3 *s.* 6 *d.* per train mile, together with an allowance for the sea passage between Portpatrick and Donaghadee, amounting to not less than one-tenth of the allowance for the sea passage between Holyhead and Kingstown. I am authorised to make the same offer per train mile for the distance between Donaghadee and Belfast. Failing the acceptance of this offer, I am quite willing that the remuneration to be allowed for the service shall be determined by arbitration.

I cannot conclude without reminding you that Belfast and the north of Ireland would have been entitled to the best postal communication that could have been established with England and Scotland, even though no specific engagement had been come under by the Government to adopt the short sea route as a mail passage; and that claim is greatly strengthened by reason of the fact that such a specific engagement was entered into by the Treasury under their Minute of 15th August 1856. The influential body who then memorialised the Treasury on the subject clearly understood that the undertaking to adopt the short sea route as a mail passage was an engagement to use it as such in the ordinary way in which all the other important mail routes are used; and they regarded the proposal of the Government to expend a large sum on the improvement of the harbours as an earnest of their intention to give effect to that engagement.

I remain, &c.
(signed) *Stair*,
Chairman, Portpatrick Company.

P. S.—The following are the names of the noblemen and gentlemen comprising

prising the deputation to Viscount Palmerston on 20th instant, referred to in the above letter ; viz.,

The Mayor of Belfast.
The President of the Chamber of Commerce, Belfast.
The High Sheriff of the county Antrim.
The Duke of Sutherland.
The Marquis of Abercorn.
Earl Belmore.
The Earl of Galloway.
The Earl of Stair.
The Earl of Granard.
Lord Castlerosse.
Lord Lifford.
Lord Cremorne.
Lord Dufferin.
Sir William Dunbar.
Sir Hugh Cairns, M. P.
Mr. S. G. Getty, M. P.
Mr. John Cheetham, M. P.
The Right Hon. T. E. Headlam, M. P.
Lord Claud Hamilton, M. P.
Major the Hon. W. S. Knox, M. P.
Mr. James Caird, M. P.
Mr. Alexander Baillie Cochrane, M. P.
Lord Edwin Hill Trevor, M. P.
The Solicitor General for Scotland, M. P.
Sir John M'Taggart.
Mr. W. R. Auketell.
Mr. William Ewart.
Mr. John Hind.
Mr. A. Duffin.
Mr. John Thomson.
Colonel M'Douall.
Mr. J. C. Moore.
Mr. Alexander Ingram.
Mr. Christopher Johnstone, and
Mr. Charles E. Stewart.

— No. 18. —

Mr. *G. A. Hamilton* to the Postmaster General.

My Lord, Treasury Chambers, 4 July 1865.

I AM commanded by the Lords Commissioners of Her Majesty's Treasury to transmit to your Lordship the following communications relative to the establishment of a postal service *viâ* Portpatrick and Donaghadee ; viz., two letters from the Earl of Stair, Chairman of the Portpatrick Railway Company, dated respectively 17th May and 22d ultimo.

A memorial from the Belfast Chamber of Commerce, dated 8th ultimo, and a memorial from the mayor and inhabitants of Belfast.

Before giving this subject further consideration, their Lordships would be glad to receive any observations you may consider it desirable to offer, both as regards the advantages in time, or otherwise, offered in the arrangement proposed, and also as regards the terms upon which these offers are made.

I am, &c.

The Postmaster General, &c. &c. &c. (signed) *Geo. A. Hamilton.*

— No. 19. —

The Postmaster General to the Lords Commissioners of the Treasury.

My Lords, General Post Office, 19 July 1865.

I HAVE carefully considered your Lordships' letter of the 4th instant, on the subject of affording an additional mail to and from Belfast *viâ* Portpatrick and Donaghadee.

In former letters I have shown very fully what postal advantages may be derived from the establishment of this communication ; and, upon this point, it is only necessary for me to state that the recent acceleration of the day mail between Dublin and Belfast, by means of which the existing post between London and Belfast, by way of Dublin, has been improved, renders the proposed service by way of Portpatrick and Donaghadee of somewhat less importance than

than was previously the case. The circumstances of the case, in a postal point of view, are not, however, materially affected; and the estimate already given as to the postage upon the letters which would be sent by way of Portpatrick and Donaghadee by the proposed service need not be altered.

The principal point for consideration is, the amount which would be paid for this service, according to the terms suggested in the letter from the Earl of Stair, dated the 22d ultimo. Under the plan proposed in that letter, the mail to Belfast would branch from the Limited Night Mail Train to the north, at Lockerby (an arrangement to which there would be strong objection on account of the delay to which the Scotch mails would be subjected by a stop at Lockerby); and a payment of 3 *s.* 6 *d.* a mile would be made for the land service between Lockerby and Portpatrick and between Donaghadee and Belfast, and a payment of not less than one tenth of the sum paid by the Post-office for the sea service between Holyhead and Kingstown, for the sea service between Portpatrick and Donaghadee.

I enclose a statement showing what would be the cost of the new service upon these terms; and it will be seen that the total payment involved is no less than 23,600 *l.* a year. The payment which has already been proposed by me, and concurred in by your Lordships, viz., at the rate of ½ *d.* on every letter conveyed between Carlisle and Belfast, is the utmost that the service would be worth in a postal point of view; but it is only about one-eighth of the sum which Lord Stair's proposed rates would yield.

I may mention that even the service now proposed would not come up to the expectations formed by the inhabitants of Belfast, the arrival which they are desirous of obtaining being one at 10 a.m., or 50 minutes earlier than the companies propose.

I return the memorials and letters which were forwarded for my perusal.

I have, &c.

To the Lords Commissioners of the Treasury. (signed) *Stanley of Alderley.*

— No. 20. —

Petition of the Belfast Chamber of Commerce.

To the Lords Commissioners of Her Majesty's Treasury.

The Petition of the Belfast Chamber of Commerce.

Showeth,

That in the month of June last a memorial from this Chamber was forwarded to the First Lord of the Treasury, showing the present extremely unsatisfactory state of the postal arrangements between London and Belfast, and praying that the route *viâ* Portpatrick and Donaghadee might be adopted:

That while it would be possible to obtain very considerable acceleration *viâ* Dublin, by a moderate additional payment to the railway companies between that city and Belfast, his Lordship, the Postmaster General, has for years declined to incur any additional expense in that service; holding out hopes, indeed, your memorialists may say, promising that so soon as the harbours of Portpatrick and Donaghadee would be completed, arrangements would be made for the adoption of that route:

That your memorialists have observed in the public prints that the works at Portpatrick Harbour are so far completed that even now the steamers could be accommodated:

That your memorialists would desire at all times to state their humble opinion that no proposal for an arrival of the London evening mails at a later hour than 10 a.m., Irish time, or 10.24 Greenwich time, in Belfast, ought to be agreed to:

That the commerce of Belfast is suffering by the present grievous state of affairs; and your memorialists are of opinion that the interest of the staple trade

of Ireland, as well as the other trades carried on in the North of Ireland, are entitled to much consideration:

That your memorialists, under the foregoing circumstances, humbly pray Your Lordships to inform them when this service will be adopted.

(Signed, by order) *James Macaulay*, President.

Chamber of Commerce, Belfast,
5 October 1865.

— No. 21. —

Copy of Treasury Minute, dated 11 November 1865.

My Lords read again a letter from the Earl of Stair, dated 17th May last, in which his Lordship, on behalf of the Portpatrick Railway Company, declines to undertake the conveyance of mails to the North of Ireland, by way of Portpatrick and Donaghadee, on the terms offered in the Treasury Minute of 3d September 1863, and repeated in the letter of the Board to Lord Stair, dated 4th April last.

My Lords read also a further letter written by Lord Stair, on 22d June last, submitting a definite proposition for the performance of a mail service by way of the above-named ports. This letter, it is stated, was written in obedience to a suggestion made by Viscount Palmerston to a deputation of noblemen and gentlemen who brought the question before his Lordship at an interview on the 20th June last.

Memorials have also been addressed to this Board by the Belfast Chamber of Commerce, on the 8th of June and 5th October respectively, by the mayor and inhabitants of Belfast, on the 21st June last, in which complaint is made of the present state of postal communication with the North of Ireland, and the adoption of the service under consideration is urged.

On reference to the correspondence which passed between this Board and the Admiralty, in the year 1856, it appears to my Lords that the question has assumed a character not contemplated by the Treasury Minute of 15th August 1856.

It is there stated that their Lordships fully recognise "the great advantage which would be derived by the extensive manufacturing districts in the North of Ireland, in the West of Scotland, and in the North of England, by establishing a communication between the two ports which should reduce the sea-passage to the shortest possible time."

It is evident from this paragraph (and my Lords find no conflicting intention expressed throughout the Minute or the subsequent correspondence) that the then Board of Treasury had in view the improvement of postal communication between the North of Ireland, the West of Scotland, and the North of England; but the principal object now put forward by the Directors of the Portpatrick Railway Company and others, who have addressed Her Majesty's Government on the subject, appears to be the establishment of a second, and (as is anticipated) an improved line of communication between "London and Belfast;" and it is stated that this "necessarily involves a special train and steam-boat service at high speed, running at times when little passenger traffic can be looked for."

For such a service the Portpatrick Railway Company demand a fixed annual subsidy from Government, of about 23,600 *l.*, for the conveyance of mails between Lockerby and Belfast; and from figures furnished by the Postmaster General, it may be calculated that this payment would be at the rate of at least 4 *d.* per letter, even should the expectations held out be strictly fulfilled, and an increasing number of letters sent in consequence by the new route.

My Lords cannot admit that they have undertaken any obligation involving such arrangements or consequent expenditure. It was indeed represented to them in 1856 that, in order to establish this line of postal communication between

between the North of Ireland and Scotland, expenditure on a suitable harbour on the Scottish coast would be essential; but nowhere is mention made of such a subsidy as is now demanded, or indeed of any Government assistance at all, when once a harbour should have been provided, further than a fair price for carrying the mails.

The Minute of 15th August 1856 contains no promise that would bind the Government to maintain a postal service at a loss to the revenue. The Board state therein that "it has been represented to them that in the event of the "Government deciding upon the best ports for the passage referred to (*i. e.*, a "short sea-passage between the two countries), and especially in the case of "Portpatrick and Donaghadee, being adopted, and provided that the Government "should be willing to use it as a mail communication—that, in the first place, a "steam-boat service, suited both for passengers and mails would be established "by a private company, without any aid from the Government, except a fair "price for carrying the mails; and that, in the second place, the railways on each "side of the Channel would be completed so as to connect Donaghadee, on the "one side, with Belfast and the main line, and Portpatrick, on the other "side, with Glasgow to the north, and with Dumfries to the east, by which all "the important objects in view would be fully attained. All this, it has been "understood, will be performed by private enterprise, if only the Government, on "its part, will

"1. Determine the ports most suitable for the service.
"2. Adopt the line between such ports for a mail passage.
"3. Make such improvements in the ports as shall best fit them for the "purpose.

"These conditions my Lords are prepared to adopt."

It cannot be questioned that this language engaged the Government to no more than the payment to a private company establishing a steam-boat service, of a fair price, for carrying the mails between Ireland on the one side, and Scotland and the North of England on the other; and it appears to my Lords that it would be impossible for them to satisfy Parliament that 4*d.* per letter is such a fair price for the service between Belfast and Lockerby.

They are not, therefore, prepared to sanction any arrangement which may be based upon the improvement of the communication between London and Belfast at so exorbitant a cost.

While, however, they object to set on foot a service which would, in their opinion, entail an unnecessary charge upon the public, they are anxious to act up to the spirit of the obligation which they undertook in 1866; that they have done so already is evident from the fact that the Legislature has enabled Her Majesty's Government to expend 48,000 *l.* on the harbour at Portpatrick (a sum far beyond that which they were, in the first instance, led to suppose would be required), and 10,000 *l.* on works at Donaghadee.

It remains for them to ascertain whether any scheme can be suggested for the service contemplated by the Minute of 1856, which they would feel justified in offering for the acceptance of the parties interested in the establishment of communication by way of the two ports; and they accordingly request the Postmaster General to communicate with the parties, and to consider whether any and what arrangements for a mail service suited to the requirements of the districts named in that Minute, could be made with advantage to the public, and without involving such a rate of speed, and such a time-table as would require an amount of payment which the exigencies of the public service would not warrant, and Parliament could not be asked to sanction.

Although, as my Lords have already remarked, they cannot admit that the improvement of the communication between London and Belfast was the object of the Minute of 1856, they have no objection to it being considered by the Postmaster General whether such improvements can be comprised in any proposition he may submit, of course without any pledge or implication which would tend to commit Her Majesty's Government to the opinion, that when the Holyhead line of communication has been organised, at such heavy charge to the Exchequer, they can entertain a further arrangement for a communication with the north of Ireland on a similar basis.

Any agreement for this service should also provide that Her Majesty's

Government are not called on to execute any additional works either at Donaghadee or Portpatrick when once, as respects the latter, those in course of execution at present shall have been declared complete by the Board of Trade (the Board of Works in Ireland having some time since put the former harbour into good repair), or to incur any expenditure for the maintenance of Portpatrick harbour, or upon any account whatever, except the annual sum to be named in the contract.

My Lords presume that in connection with such arrangements as are now contemplated, the Postmaster General will consider whether the agreement in force for the conveyance of letters between Greenock and Belfast should be superseded. My Lords would call his Lordship's attention to the allusions in the Minute of 1856, and in the subsequent correspondence, to the contemplated railway for connecting Portpatrick with Glasgow, *viâ* Girvan; and as they understand that Parliamentary powers for constructing that line have been obtained, they would wish to learn whether, in Lord Stanley's opinion, it would be feasible to make such conditions as would enable the Post-office authorities to avail themselves of the shortest line for the transmission of letters from the north, when the line between Girvan and Stranraer is completed.

When, after communication with the parties, the Postmaster General shall have submitted to this Board the heads of such an arrangement as has been now indicated, my Lords will give the subject their further consideration with a view to the companies interested being invited to state for what sum they will be willing to carry out the service.

Write in the above terms to the Postmaster General.

Transmit copies of this Minute to the Earl of Stair, to the Belfast Chamber of Commerce, and to the Mayor of Belfast, in reply to their letters cited above.

— No. 22. —

The Chairman of the Portpatrick Railway Company to the Secretary to the Treasury.

Sir, Culhorn, by Stranraer, 15 December 1865.

I HAVE to acknowledge receipt of your letter of 14th November last, accompanied by Treasury Minute of date 11th November, on the subject of the mail service to and from the north of Ireland, *viâ* Portpatrick and Donaghadee.

In this Minute the Lords of the Treasury, relying on a paragraph in the preamble of the Minute of 15th August 1856, assume that the then Board of Treasury had in view only the improvement of the postal communication between the north of Ireland, the west of Scotland, and the north of England, and that the question has assumed a character not then contemplated. It is therefore necessary to point out to you the grounds upon which the parties interested rely in asserting that the Government, by engaging "to adopt the line between the ports of Portpatrick and Donaghadee as a mail passage," did not in any way restrict the obligation to the mails between Ireland on the one side and Scotland and the north of England on the other, as is now sought for the first time to be done by the Treasury Minute under consideration.

With this object, I have to direct your attention to the reasons which led to the promulgation of the Minute of 15th August 1856; prior thereto, a memorial signed by 24 Peers, and upwards of 800 landed proprietors, merchants, and others, resident in all parts of Ireland, was addressed to the Lord Lieutenant of Ireland, and by him forwarded to the Treasury, in which, after referring to the national advantages which would arise from establishing the short sea passage, the very first important result to be derived from it is stated to be "the saving of an entire day in the transmission of letters between the north of Ireland and London," the stimulus that would be given to the passenger and goods traffic between the two countries is also forcibly stated as a ground for asking the Government to interfere.

Following

Following upon this memorial, the Lords of the Treasury, by Minute dated 27th May 1856, inform the Lords of the Admiralty that they "fully recognise the desirableness of a short sea passage between the north of Ireland and Scotland, which might be used for the conveyance of mails and passengers;" and after receiving the Admiralty Report in favour of Portpatrick and Donaghadee, the Minute of 15th August 1856 was published, wherein the memorial from Ireland is recited, and the importance of establishing the short sea passage for passengers as well as mails is again recognised. It is thus only reasonable to assume that the Treasury did not overlook the most important and prominent object stated in the memorial, that this route would save an entire day in the communication between the north of Ireland and London; and that the paragraph now founded on by the Treasury to the effect that their Lordships "fully recognise the advantage which would be derived by the extensive manufacturing districts in the north of Ireland, in the west of Scotland, and in the north of England, by establishing a communication between the two ports, which should reduce the sea passage to the shortest possible time," had reference rather to the advantages to be derived by the public connected with those districts from the use of the route, than to the conveyance of the mails. This is the more obvious, because the Government resolution to adopt the line as a mail passage does not limit the mail service to any particular districts, and the parties are and were entitled to expect that the mails from and to all places that could be accommodated by the route would be forwarded by it.

They are strengthened in this assumption by the views expressed by Mr. Frederick Peel when Secretary to the Treasury, who, on 4th April last wrote, that "the principal advantage to be derived by the Post Office from the proposed route would be that of improving the communication between London and Belfast." The Postmaster General coincides in this opinion, and the inhabitants of Belfast, in their memorial to the Treasury dated June last, urge strongly the importance to them of effecting a full day's saving in their postal communication with London. Seeing then the importance attached to it by the Treasury, the Post Office, and the inhabitants of Belfast, it was natural that the parties interested should put forward, as a leading object, the improved communication which this route will give between London and Belfast; but this is not their sole or chief reliance: what they found upon is, the unrestricted nature of the obligation incurred by the Government in adopting this route as a mail passage, coupled with the condition, in the same Minute, that railways should be constructed on both sides of the Channel, to reach the ports of Portpatrick and Donaghadee.

It must not be forgotten that the Portpatrick Railway Company was bound under heavy penalties, by a clause in their Act, introduced at the suggestion of the Treasury, to complete their lines to Portpatrick simultaneously with the completion of the harbour works by Government, and that within a fixed period; but although the railways have been opened since March 1861, the Harbour of Portpatrick is still unfinished, and the delay thus occasioned in the establishment of the mail passage has entailed a serious loss on the companies, as a large portion of their capital has remained unproductive for several years, and indeed will continue so unless a fair remuneration is given for the mail service. Relying on the *bona fides* of the Government obligation, the Railway Companies have incurred an expenditure amounting to upwards of 640,000 *l.* in completing the lines of railway to Portpatrick and Donaghadee, and they are asking no higher remuneration for the services to be performed than is now given to other companies for similar services. If you will refer to my letter of 22d June last, you will see that there are no grounds for the imputation in last Treasury Minute, that the companies are seeking to obtain from the public more than a fair remuneration, inasmuch as failing the acceptance of the offer therein made, it was proposed that the settlement of the remuneration to be given should be left to arbiters, and it does not occur to me that any fairer proposal could be made.

I have now shown that the recent Treasury Minute is not in accordance with the spirit and intention of the original obligation incurred by the Government, as understood by all parties concerned, including the Treasury itself, up to the present time; and I would only further observe, that even although the Government had not come under an express obligation to establish a mail service to

and from the north of Ireland by the short sea passage, it seems remarkable that they should ground their refusal to comply with the reasonable request of the community of Belfast, to effect the saving of an entire day in the transmission of their correspondence to and from London by this route, on the circumstance of a subsidy having been granted to another route, which is proved by experience not to obtain for the north of Ireland the benefits which they ask for, thus ignoring the new and superior line of communication which has been brought into existence with the approval and under the sanction of the Government.

Before concluding, I must remark, in reference to the proposal to relieve the Government from being called upon to execute any additional works at Donaghadee or Portpatrick, or to incur any expenditure for the maintenance of Portpatrick Harbour, that the companies cannot undertake any such responsibility. It was not so contemplated when the Treasury Minute of 1856 was published; and a similar proposal emanating from the Board of Trade was at once declined.

I am, &c.
(signed) *Stair*,
Chairman, Portpatrick Railway Company.

Hugh C. E. Childers, Esq.,
Secretary to the Treasury.

PORTPATRICK AND DONAGHADEE HARBOURS, &c.

COPY of CORRESPONDENCE with the Treasury as to the MAIL SERVICE to the North of *Ireland* viâ *Portpatrick* and *Donaghadee* subsequent to 2 March 1860 (and in continuation of Parliamentary Paper, No. 123, of Session 1860).

(*Sir Andrew Agnew.*)

Ordered, by The House of Commons, *to be Printed,*
10 *April* 1866.

Under 3 *oz.*

RAMSGATE HARBOUR.

STATEMENT of the RECEIPTS and PAYMENTS made by the BOARD of TRADE, for the Year ending 31st December 1865; together with an ACCOUNT of the Receipt and Issue of STORES; and also, RECEIPTS and PAYMENTS on Account of the BENEFIT FUND.

(*PRESENTED PURSUANT TO ACT 24 & 25 VICT. c. 47, s. 33.*)

Ordered, by The House of Commons, *to be Printed,*
7 *May* 1866.

ROYAL HARBOUR OF RAMSGATE. - - - - -

STATEMENT of the Receipts and Payments of t

RECEIPTS.		Stock.	Cash.
		£. s. d.	£. s.
For Balance in hand on 1st January 1865 - - - - - - - -		73,000 – –	730 13 1
Income from Harbour Dues:			
On Tonnage of Ships, Wharfage, Towing, Rent of Warehouses, Dry Dock, Slipway, &c. - - - - - - - - - - - - -		- - -	5,952 13
Income from Rent of Houses, less Income Tax - - - - - - -		- - -	1,474 –
	£. s. d.		
One Year's Dividend on 56,000 *l.* Three per Cent. Consols	1,645 – –		
Interest on 15,000 *l.* Exchequer Bills - - - - -	526 11 1		
		- - -	2,171 11
Proceeds of Sale of old Stores - - - - - - - - - - -		- - -	40 –
Proceeds of Sale of 2,000 *l.* Exchequer Bills, as per contra - - - - -		- - -	2,038 3 1
	£.	73,000 – –	12,407 2

STATEMENT of the Receipt and Issue of Stores for the u

RECEIPTS.		Cash.
		£. s. d
To Balance remaining in Store on 1st January 1865 - - - - - - - - -		1,441 14
To Amount of Cost of Articles received into Store in the year 1865 - - - - - - -		2,037 12
	£.	3,479 6

ROYAL HARBOUR OF RAMSGATE BENEFIT FUND. - - -

STATEMENT of the Receipts and Payments of th

RECEIPTS.		Securities.	Cash.
		£. s. d.	£. s.
For Balance in hand on 1st January 1865 - - - - - - - -		7,504 5 5	23 –
For Proceeds of Sale of 1,000 *l.* Three per Cent. Annuities - - - - -		- - -	882 10
For Dividends on Railway Shares - - - - - - - - -		- - -	100 5 1
For Interest on New Three per Cent. Annuities - - - - - - -		- - -	120 19
To Balance, being amount advanced from Ramsgate Harbour Fund to pay Pensions, to be repaid by Sale of Securities - - - - - - -		- - -	229 19
	£.	7,504 5 5	1,356 15

Board of Trade,
3 May 1866.

- - - - - ROYAL HARBOUR OF RAMSGATE.

RD of TRADE, for the Year ending 31st December 1865.

PAYMENTS.				Stock.			Cash.		
				£.	s.	d.	£.	s.	d.
of Maintenance:									
For Materials, Stores, and Tradesmen's Bills - - - - - -				-	-	-	2,448	9	10
For Wages to Boatmen, Crews of Steam Tug and Dredger, Policemen, Artizans and Labourers - - - - - - - - - - -				-	-	-	5,337	6	1
For Salaries and Allowances to Harbour Masters, Engineer, Superintendent of Works, and Collector of Dues - - - - - - -				-	-	-	1,793	16	3
For Gas, Water, Stationery, Office Expenses, and Incidentals - -				-	-	-	289	10	2
rannuation Allowances:	£.	s.	d.						
For One Year to Miss Strivens, late Housekeeper - -	45	11	8						
For One Year to Mr. Shadwell, late Secretary - - -	371	10	4						
For One Year to Mr. Turnbull, late Engineer - - -	282	13	–						
				-	-	-	699	15	–
hequer Bills sold, as per contra - - - - - - - - -				2,000	–	–	10,568	17	4
nce in hand on 31st December 1865 - - - - - - - - -				71,000	–	–	1,838	5	1
			£.	73,000	–	–	12,407	2	5

he HARBOUR, for the Year ending 31st December 1865.

ISSUES.		Cash.		
		£.	s.	d.
Amount of Stores issued in 1865 - - - - - - - - - - - -		2,138	16	–
Balance remaining in Store, 31st December 1865 - - - - - - - - -		1,340	10	1
	£.	3,479	6	1

- - - ROYAL HARBOUR OF RAMSGATE BENEFIT FUND.

OARD of TRADE, for the Year ending 31st December 1865.

PAYMENTS.		Securities.			Cash.		
		£.	s.	d.	£.	s.	d.
Pensions granted by the late Trustees, and paid during the year 1865 -		-	-	-	512	12	8
Gratuities paid to Members of the Fund, on being Discharged from the ervice - - - - - - - - - - - - - - - - -		-	-	-	844	2	8
ee per Cent. Annuities, sold as per contra - - - - - - -		1,000	–	–	—		
ance of Securities in hand - - - - - - - - - - -		6,504	5	5	—		
	£.	7,504	5	5	1,356	15	4

H. R. Williams,
Accountant.

RAMSGATE HARBOUR.

STATEMENT of the Receipts and Payments made by the Board of Trade for the Year ending 31st December 1865; together with an Account of the Receipt and Issue of Stores; and also, Receipts and Payments on Account of the Benefit Fund.

(*Presented pursuant to Act* 24 *&* 25 *Vict. c.* 47, *s.* 33.)

Ordered, by The House of Commons, *to be Printed,*
7 *May* 1866.

246.

Under 1 *oz.*

ELECTRIC LIGHT.

RETURN to an Order of the Honourable The House of Commons, dated 2 March 1866;—*for*,

COPY "of CORRESPONDENCE between the Board of Trade, the Lighthouse Boards, and other Bodies or Persons concerning the ELECTRIC LIGHT, subsequent to the Date of the last Parliamentary Return."

Board of Trade, 10 May 1866. } T. H. FARRER.

PROPOSALS for placing the Electric Light at Portland, or the Start, or both.—Lady *Howard de Walden*, June 1863.

THE proprietors propose to name a sum for which they could put up a revolving light at the Start, or two fixed lights at Portland.

At the Start they undertake to provide, in case of failure, two oil lamps in two lenses, both revolved by the same clockwork, the lenses being over one another, and the new lenses being properly focussed, properly adjusted, and surrounded by the revolving vertical prisms, which would multiply the power of the oil light 16 times. They are confident the light produced by these two small lamps would more than equal, on the sea, that derived from the present apparatus, which, it is well known, from the inaccuracy with which the prisms and mirrors are calculated, loses skywards and landwards (from having no reflectors), two-thirds of its light. In case of failure, these oil lights should finish the night, and in eight hours the old apparatus be replaced. The proprietors would continue to use the present clock machinery till such time as the Elder Brethren are satisfied they may dispense with the oil lamps, when a less complicate and less powerful machinery would suffice for their own lenses. They can give no approximate estimate of expense for the establishment at the Start till they know at what price they could obtain land whereon to build the engine-house and cottages, and what proportion the strength of the lower fixed light should bear to the revolving light, and till they have M'Mance's estimate for the vertical revolving prisms. The magneto-electric light would be strengthened 55 times from the bare light by that apparatus, assuming the divergence required and the length of the flash to be equal to that of Grisnez.

The cost of establishment in the two lighthouses at Portland would be probably 8,000 *l.* as against the 10,900 *l.* asked to place dioptric oil lights there. At Portland the galleries are sufficiently wide for the magneto-electric lamps and lenses to be placed on them, without disturbing the present arrangement in the least; the proprietors would have merely to strengthen the supports of the galleries, and the lenses would then be sufficiently far advanced to command the same horizon as the present lights.

They believe they could maintain the two lights at Portland for 900 *l.* or 1,000 *l.* a year. The proprietors would wish to employ Trinity House lightkeepers, subject to and under the direction of the chief engineer, as at Dungeness at present. They wish to select the engineers, and to have the right to report against the lightkeepers, should they neglect their duty, to the Trinity House. They anxiously desire the Light Committee should closely inspect the lighthouse and engine-room, accompanied by either Mr. Holmes or an efficient substitute,

in case of illness. The proprietors would inspect four times a year, and include in their charge for maintenance the travelling expenses of the inspector, and 30 *s.* per diem, and would ask it, whenever the Elder Brethren may see fit to require them to inspect with themselves in addition ; but if on their own account they inspect oftener than four times a year, they will do so at their own charge, carefully reporting to the Trinity House both their having done so and the necessity which occasioned it. They bind themselves to report quarterly to the Trinity House every detail of expense and management, though they undertake to bear at their own cost every expense beyond their estimate ; and should the light fail, barring hurricanes, earthquakes, or cannon ball, &c., they undertake to refund the sums they receive for establishment. They earnestly desire the Elder Brethren may watch them minutely, and are convinced they will very soon be satisfied of the facility and security with which they may themselves take the entire charge. The proprietors will be ready at any time to make the inspection over to the Elder Brethren, their responsibility then ceasing, or if it pleases them, to continue the supervision at the rate of expenses paid and 30 *s.* per diem.

The Secretary, Marine Department, Board of Trade, to the Lady *Howard de Walden.*

Board of Trade, Whitehall,
26 June 1863.

Madam,

Mr. Milner Gibson desires me to write to you on the subject of your proposal concerning placing the electric light at Portland, or the Start, or both.

He has seen the Deputy Master, and is glad to tell you that there will be no objection on the part of the Trinity House to entertaining and considering a proposal for placing the new light at the Start. The Start is preferred to Portland, both because it is a more important landfall, and because it affords an opportunity of trying the extreme power of the electric light as a revolving light.

In order to consider your proposal, the Trinity House will, however, require to be furnished with careful details. They should comprise—

1. Details of the buildings, machinery, and apparatus which the contractors propose to erect for the new light, accompanied by plans.

2. Details and plans of the small lights and apparatus, which the contractors propose to place in order to have them ready to light in case of failure of the electric light. Also, what it is proposed to do with them if the electric light succeeds.

3. The number, description, and cost of the men whom the contractors propose should be kept at the Start, giving their respective salaries, and the mode in which it is proposed to appoint them.

4. The time for which the contractors propose to keep the light before finally handing it over to the Trinity House.

5. The sum which the contractors ask, showing the charge in respect of the original establishment, and the charge for maintenance and inspection separately.

6. Exact statement of what it is proposed the contractors shall forfeit in case of failure.

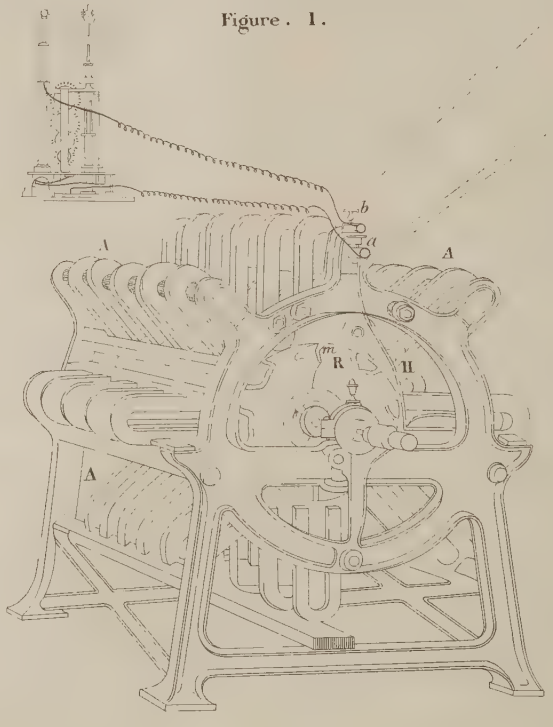
7. Exact statement of the time and manner in which failure is to be determined.

8. Precise statement as to proposed control and inspection by the Trinity House during the period of trial.

These are the points which occur to us. I dare say others will occur to the contractors in framing their proposals, and the Trinity House may also suggest further points. But if the contractors will send in either to Mr. M. Gibson, or direct to the Trinity House, formal proposals, with such details on the above points as they can give, Mr. Milner Gibson is sure that they will be fairly considered.

I am, &c.
T. H. Farrer.

Figure . 1 .



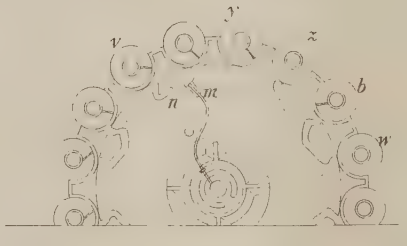


Figure . 2 .

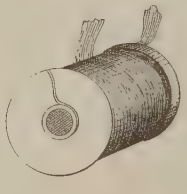


Figure . 3 .

Mr. *Fane* to the Secretary, Trinity House.

(9823.)

Board of Trade, Whitehall,
25 August 1863.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, to be laid before the Elder Brethren, the enclosed translation of a pamphlet on the subject of a magneto-electric light machine, the property of a French company; and I am to suggest, for the consideration of the Elder Brethren, whether it might not be well to obtain Professor Faraday's opinion as to whether there are any advantages in the plan of this company over that of Mr. Holmes which would make it desirable to have more information respecting it before a further experiment with the electric light is commenced.

I am, &c.
(signed) *W. D. Fane.*

(Enclosure.)

TRANSLATION, by *J. S. Harding*, Jun., 15th August 1863.—Approved, *Robert FitzRoy.*

(International).

UNIVERSAL EXHIBITION of LONDON.

MAGNETO-ELECTRIC MACHINE of the ALLIANCE COMPANY, exhibited by *M. Auguste Berlioz.*

THE object of this machine is to originate, collect, and establish a sensibly continuous current of electricity, and to apply industrially the electricity caused by magnetic induction, or the influence of magnets, to conducting bodies which pass momentarily within their sphere of action.

Based on the principle discovered by the immortal Faraday, this machine has its own individuality, and by the special modifications applied in its construction, as much as by gigantic dimensions, great industrial capability, and unhoped-for results, it has succeeded in obtaining a sure and legitimate claim.

The name of its inventor, M. Nollet, Professor of Physics at the Military School of Brussels, deserves the more to be handed down to posterity, because he is attached, by close family ties, to the illustrious Abbé Nollet, one of the founders of the science of electricity, now almost unlimited. Become the property of the Alliance Company, which is directed by M. Auguste Berlioz, it has been constantly and notably improved by M. Joseph van Malderen, the intelligent and devoted assistant with whom M. Nollet associated himself, and who is attached in quality of managing engineer to the Alliance Company. Competent men, who wish to study it attentively in its totality, in its details, and in its working, will acknowledge that it has attained a truly extraordinary degree of efficiency and perfection, and that it is the most complete and excellent solution of the great problem of cheap production of electricity or electric currents.

The accompanying figure* shows the machine at work, producing, between the two carbon points of the electric lamp, the most vivid of lights which man's genius has been able to produce, and almost to compete with solar light, of which it is a measurable aliquot part—about a fortieth.

* *See* Diagram No. 1 in original.

It is composed essentially of a framework of cast iron, 1·20 metre high (47·245 inches), and 1·50 metre long (58·056 inches).

The two side and quasi-circular faces of the frame are divided into eight parts, forming a kind of octagon; eight horizontal bars fixed at the virtual summits of the octagons support five parallel series of eight magnetic piles, very powerful compound magnets, all converging towards the central axis of the frame. The magnets of the two exterior series, to right and left, which have only to produce a single induction, are formed of three curved plates, like horse shoes, superposed; the magnets of the three interior series, which create a double induction, are formed of six plates.

The inductive power of the machine is therefore composed, in its totality, of 40 very powerful magnets, weighing, on an average, 20 kilogrammes (44·096 lbs.), capable of carrying four times their weight, or almost 80 kilogrammes (1 cwt. 64·384 lbs.), and disposed in such a manner that the poles nearest each other, or which directly oppose each other, horizontally, as in the vertical plane, or direction, are of contrary names. (*See* figures 2 and 3 in original).

These five octagonal series of magnetic piles leave between them four equidistant spaces, occupied by four discs (rolls or flattened cylinders), in bronze.

These discs, or rolls, solidly fixed to the central axis of the frame, which traverses their centre and serves as an axis of rotation to the system, carry on their circumference or exterior contour (*see* Figure 2), 16 induction bobbins, being as many as there are poles in each vertical series of magnetic piles, so that the power induced, or to be induced, is derived through 64 bobbins, all turning with the horizontal axis of the frame, and each receiving, at every revolution, the influence of 16 poles of contrary names, alternately.

Each bobbin (*see* Figure 3), is formed of a tube of soft iron, from five to six millimetres (about 0·2 inch) in thickness, of 40 millimetres (1·575 inch) in diameter, and of 96 millimetres (3·78 inches) in length, split throughout its whole length, or following one of the edges, in order that it may lose more rapidly its magnetic condition by the influence which it acquires in passing before the magnets. On each of these tubes are wound eight copper threads one millimetre (0·0394 inch) in diameter, 15 millimetres (0·591 inch) each in length; whence it results that the total length of the threads wound on a bobbin is 128 metres (420 feet nearly), weighing 1·50 kilogramme (3·307 lbs.) The copper threads of the bobbins, covered with cotton are isolated by asphalte dissolved in essence of turpentine. The whole of the threads, or the sum of the lengths affected by the electricity produced by the induced action of the magnets, is 20·38 metres (6,606½ feet). On all the bobbins the threads are wound in the same way. The machine makes 300 turns each minute, on an average; it is the velocity which gives the maximum of electric intensity. Each bobbin, at every passage before the pole of a magnet, receives a double current, a direct current when it approaches the pole, an inverse current when it recedes from it; it thus becomes the place of circulation of 9,600 alternative currents per minute. In reality, each bobbin may be considered as being an element of the pile, with intensity at least equal (with the velocity of 250 or 300 turns) to that of one element of Bunsen, so that the magneto-electric machine, with four discs, is equivalent to a Bunsen's pile of 64 elements, of mean size.

The useful effect of the machine depends on the mode of aggregation or grouping of the bobbins; as in a pile, the production of a current of tension or of quantity depends on the manner of aggregation or grouping its individual elements. In joining the threads of all the bobbins by their extremities of the same name or of the same sign, one would force each current to traverse all the length of the threads; that is to say, an enormous length, and an excessive tension would be obtained. On the contrary, in collecting directly the currents of each bobbin, and making them end in a common conductor, one would have a quantity, and a quantity greater in proportion as the thread of the bobbins is larger. When it is a question of obtaining a given effect of light, heat, chemical decomposition, precipitation of galvanic copper, &c. &c., the best method of aggregating or grouping the bobbins is determined by trial or experiment.

This method of grouping conducts to a certain number of extremities of threads of like name or like sign (positive, for example), either giving out at a given instant positive electricity, and to a similar number of extremities of threads of unlike names, giving issue at the same moment to negative electricity. All the positive extremities are made to communicate with the central axis of the machine; all the negative extremities, with a metallic handle (manchon) fixed on the axis, but separated from the axis. The axis and the handle are, moreover, put into communication by two large threads with two short rods of large diameter, called bounds (bornes) fixed on the frame, and to which necessarily arrives the electricity of one or other name produced by the machine.

These two limits (bornes) form, as it were, two poles of the magneto-electric pile; they are pierced with holes, into which engage, or are fixed by pressure, screws, the large conducting threads, which end either in the carbons of the electric lamp, or in the electro-galvanic bath.

By the action even of the machine, as we have explained it, the electricity collected by the two limits (bornes) is alternately of contrary name, negative or positive; so that the current which it produces is continuously changing its direction, is turn by turn direct and inverse, or each limit is alternately a positive or negative pole. To obtain the current always in the same direction, it would become necessary to have recourse to the apparatus or to the arrangement known under the name of commutator, the effect of which is to put each extremity of thread in communication with the axis or with the limit (borne) fixed to the axis, when it will be electrified positively; with the handle (manchon) or with the limit fixed to the handle, when it will be electrified negatively; so that one of the limits might be always a positive pole, and the other limit always a negative pole. As to material, or, materially speaking, the commutators are not difficult to construct; that is to say, it is not difficult to change thus the direction of the induced electricity; but each interruption of the current is accompanied by a spark bursting out between the two metals, two plates of copper, and these sparks are very strong, very intense, and very destructive, when the currents are very energetic, as those of the magneto-electric machine, or of a Bunsen's pile of 64 elements. It is, therefore, a serious inconvenience to be forced to counteract or correct the currents; it is necessary, however, to resign oneself to it sometimes, although attenuating it as much as possible by various means, known or to be sought.

For example, when it is a question of using the machine for deposition of galvanic copper.

But experience has happily proved that, so far as concerns the principal application of the machines of the Alliance Company, the production of the electric light, it is unnecessary to correct the currents, at least when use is made of electric regulators or lamps sufficiently well

well equilibriated. Their non-correction, or their alternating reversion, has even then a real advantage. In fact, the removal of the carbon in the passage of the current always taking place from the positive pole to the negative pole, if each pole is alternately positive and negative, the removal of the carbon will be made alternately from one of the carbons to the other, and they will be equally used; they will begin and end together.

One might even say that the problem of lighting by the electric light had not been practically and economically solved until the day when it has been acknowledged that the correction of the currents could be dispensed with.

It remains to say how the magneto-electric machine is put into action. An endless leather band driven by a steam engine, passing over a pulley fixed to the extremity of the axis which carries the discs or rolls, provided with bobbins, gives to the whole system a movement of very rapid rotation. It is caused to make from 250 to 300 revolutions a minute. As soon as the necessary velocity is attained, the spark darts between the two carbons; the mechanism of the electric lamp separates the carbons to the desired distance, the light bursts forth, and it will continue indefinitely, while, on the one hand, the carbons last, and on the other, while the motion of the steam engine does not stop.

To analyse, finally—by the medium of the magnets and their induced magnetism, motion is transformed into electricity, or into an electric current; electricity, in its turn, in its struggle against the resistance of the carbon, is transformed into heat; the heat renders the carbon incandescent, and this incandescence constitutes the electric light.

To realise a practical lighting it is necessary to employ at least three rollers.

The luminous intensity continually increases in proportion to the increased number of rollers, almost without limit, so that it would not be impossible to attain the lustre of 400 to 500 carcel lamps. That which is most expensive in the machine is the net cost of the magnets, a cost, however, already much lowered.

Very often measured with the photometer, and with the greatest exactitude, the light produced by a machine of four rollers is, at its maximum, of 125 carcel burners, that is to say, it is 125 times more intense than the light of a carcel lamp burning 40 grammes (616·360 grains*) of oil per hour.

* 1·408 oz. avoir.

As, on the other hand, the light of a similar carcel lamp is equal to that of eight wax lights, it results that the electric light maintained by a machine of four discs is equal to 900 wax lights. To obtain this maximum of intensity, a steam power is sufficient, which may be calculated at the most at 1½ horse, a power which would cost, everything included, coke consumed, interest of the cost of purchase of the machine, expense of maintenance and workmanship, 3 *d.* per hour.

Adding 3 *d.* per hour, for the interest and maintenance of the magneto-electric machine, which has the incomparable advantage of never wearing out, or becoming deranged, because there is no friction, and the magnets in their working gain more than they lose, it would result that one would pay at the most 6 *d.* per hour for a light of 125 carcel burners.

This same light would cost with the gas for lighting, sold at the town price, 2 *s.* 6 *d.*; at the price for private individuals, 5 *s.*; with colza oil, 6 *s.*; with the electricity produced by a Bunsen's pile, 8 *s.*

Thanks, therefore, to the Alliance Company, the lighting with the electric light, while it is the most powerful, is by far the most economical of all kinds of lighting apparatus.

The best and most certain carbon for making the poles of the electric lamp is retort, or crucible, carbon. As it is not absolutely pure it causes little intermittences; but if the progress of the machine is well regulated, if its velocity remains sensibly the same; the source of electricity is equally constant, and the intermittences are very tolerable. They are only sensible when one is looking at the luminous point, which evidently is not made to be looked at.

In a report recently made to the Academy of Sciences on the electric regulator of M. Serrin, one of those which, hitherto, have the best utilised, without being obliged to correct them, the currents alternately in contrary directions of the magneto-electric machine, M. Pouillet said: "It is permitted to hope that at some future time, which, perhaps, is not far distant, the electric light will enter the domain of the grand applications, to take there an important position." That is speaking very modestly. When we have long followed, as we have done, the work of the machine which we have just described; when we have witnessed the unreserved approbation of which it has been the object from a very great number of French and foreign commissions; when during whole weeks and months it has been seen to exercise its magic powers, we are astonished that it has not yet received very numerous applications. The electric light, in fact, is eminently adapted:—

1. To lighting the entrances to ports and docks.

2. To lighting lighthouses, where it will admit of realising enormous economy by the almost entire suppression of optical apparatus, which are so expensive.

3. To lighting the Transatlantic packet boats, in order to give navigation an incomparably greater security; to flood the engines with light, and render repairs possible, or more easy; to avoid coasts and prevent collisions; to save, in case of accident, the crew and the passengers from the increase of danger caused by darkness, &c. &c.

4. To lighting ships of war, in order to throw a light in the distance, and through transparent partitions, into the powder magazines; to discover, with the aid of Dr. Jules Guyot's night glass, adjacent lands or hostile fleets; to lighten and direct the convergent

firing of the guns of iron-plated frigates; to transmit, in entirely new conditions as to range, velocity, and certainty, the signals of the maritime code, or secret signals, &c.

5. To lighting public places, when, as in the squares of the Carrousel and Louvre, it is forbidden to establish gas candelabras in their interior. Eight machines of four discs would light, like day, the three squares of the interior of the Tuileries, of the Carrousel, and of the new Louvre. A machine with four discs would flood with life and light the court of the Louvre, now so sombre and so sad.

6. To lighting great works which urgency obliges to continue during the night.

7. To lighting manufactories and very large workshops.

8. To lighting theatre rooms on the system adopted by MM. Chabrié Brothers, and which consists in projecting by reflection into the interior of the room the lustre of a very intensely luminous focus placed outside.

9. Lastly, to lighting works of art; to the production of signals of attack and defence; and also to the firing of mines at a great distance, at 500 metres (546.83 yards) for example, &c. &c.

Affirming that all these applications are possible at the present time, practically, economically, with a certain success, we not only express a personal conviction, we are at the same time the faithful echo of the members of a very great number of different Commissions, of the Society of Encouragement, of the town of Paris, of the Ministry of War, of the Ministry of Agriculture, Commerce, and Public Works; of the Ministers of Marine of Russia and the kingdom of Italy, of the Messagéries Impériales, &c. &c. We have been present at almost all the experiments demanded by these Commissions, and their impressions have always been eminently favourable.

If, in presence of these facts, it is demanded how and why the electric lighting produced by the machines of the Company is as yet nowhere adopted, not even in the Mediterranean and Transatlantic packet-boats, to which it would be an immense benefit, we shall simply reply that routine and inertia oppose an almost indefinite resistance to every progress, or rather that each great progress, even the most beneficial and humane, has its time and its hour; and that it is impossible to get it accepted before the time is come, before the hour has struck.

P.S. We read in one of the last numbers of the "Mechanics' Magazine:" "On Monday, the 28th July, in the House of Commons, Lord Lovaine put a question to the English Government, and asked whether the electric light, actually in use at Dungeness lighthouse, had given satisfactory results; and whether, in case of success, the Corporation of the Trinity House had resolved upon adopting this light in its proposed restoration of the Portland lighthouses. The noble Lord asked, further, whether there would be any inconvenience in placing on the table of the House the reports made by Mr. Faraday and the Commission of Lights and Beacons on the employment of the electric light. The President of the Board of Trade, Mr. Milner Gibson, replied: 'The electric light has been too little time in use at Dungeness to enable us to form a definite opinion, but hitherto the trial has been very encouraging. It is true that a proposition has been made to the Board of Trade by the Trinity House for the reconstruction of the Portland lights, but nothing is yet decided in this respect. There is no inconvenience in laying the reports, of which the electric light has been the object, before the House.' Lord Lovaine added that, at the commencement of the next sessions, he would again call attention to this subject."

It appears to us, in fact, that it cannot be long refused to introduce into the lighthouses the electric light, the intensity of which is incomparably greater, which would allow, in consequence, of considerably simplifying the optical apparatus, and of realising notable economy. Let us add that, in case of adoption of the electric light, it would be impossible not to give the preference to the French machines of the Alliance Company; for they are incomparably more simple, more effective, more durable, and less expensive, in the judgment of all competent men, than the English machine exhibited by Mr. Holmes. Two French machines cost, together, one-third less than a single English machine; they occupy much less room, ensure regularity of service; allow, in case of fog, of producing a double light, four times as bright, and are better adapted for all kinds of signals, of which the lighthouse can become point of exhibition. We have heard also with pleasure that experiments with the electric light are going to be made in England, on board vessels of war, and (be it well understood) with the Alliance machines; for it would be impossible to place on board a ship the gigantic wheel of the English apparatus.

Lastly, the very patient and zealous director of the Alliance Company, who never ceases for an instant to promote new improvements, has experimented before our eyes, and in the presence of MM. Bunsen and Kirchhoff: 1°, with a machine with a single disc, which, surpassing all our hopes, has given a light equivalent to that of 50 carcel burners; 2°, with two new electric lamps or regulators, one with vertical carbons, the other with horizontal carbons, the performance of which has left nothing to be desired; 3°, with a new manner of causing the electric current to circulate in the regulators, which effects in a great proportion an increase in the intensity of the light. Henceforth, therefore, with the machine with four discs, of which we have given the description and the drawing, four lights, of 50 carcel burners each, may be produced.

This

This unexpected progress is almost the accomplishment of the solution of the beautiful problem of lighting by the electric light. It only had one inconvenience, that of not being easily divided into fractions, of requiring for its production three, or, at least, two discs; and now even this inconvenience disappears. On a ship the machine with four discs will allow of four nautical lanterns being fixed, one at the bows, to lighten the advance and to prevent collisions; a second at the top of the foremast to effect the regulation signals; a third in the 'tween decks, or in the battery; the fourth over the engines to light their performances and facilitate their repairs. In a large square, with this same machine, lanterns might be erected at the four angles. With a machine of two discs, and two lamps, the most extensive manufactory might be flooded with light, &c. &c.

Is it necessary to add that the jury of the International Exhibition have not hesitated a moment in according to M. Berlioz the prize medal, with this explanatory note, "For novelty and simplicity of construction," which is in itself a veritable triumph. Nothing, in fact, was newer or more simple than the two twin machines exhibited by the Alliance Company; the mechanism of each is reduced to an axis turning on its two coussinets (or journals); the manner in which the electric currents are collected and united on both, to be conducted to the regulator, is of a simplicity which it did not seem possible to attain. Their manner, in fine, of conjunction, of performance in common, by the concentration on the points of the same carbons of the electricity which they engender, is ingenious beyond what we are able to say. By them, for the first time, one is able to cause a simple light to be succeeded instantaneously on an almost indivisible point, by a double or quadruple light.

(signed) *F. Moigno.*

The office of the Alliance Society is 48, Rue Saint Lazare. Demands for information and orders should be addressed to M. A. Berlioz.

Until further notice, the price of the magneto-electric machines is 88 *l.* per disc, for machines with three discs and more; 100 *l.* for machines with one or two discs. — 2,200 Francs. 2,500 Francs.

The price of the lamps or regulators of the electric light is from 8 *l.* to 18 *l.* — 200 to 450 Francs.

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House, London, E.C.,
14 October 1863.

Sir,

HAVING laid before the Elder Brethren Mr. Fane's letter of the 25th August last, enclosing the translation of a pamphlet on the subject of a magneto-electric light machine, the property of a French company, I am directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that, in accordance with their Lordships' suggestion, the same has been referred to Mr. Faraday for his observations, a copy of which I beg to forward herewith for their Lordships' information, together with a copy of his letter of 23d June, therein referred to.

I have, &c.
(signed) *P. H. Berthon.*

(Enclosure.)

Sir, Royal Institution, 11 September 1863.

I RECEIVED your letter of the 3d instant, accompanying a communication in M.S. from the Board of Trade, requesting me to consider the communication, and return it with any observations I might have to make upon its contents. This I now do.

The communication is a translation into English of an account of the magneto-electric machine, the property of the Alliance Company (in Paris). The account is drawn up in the manner of a professional opinion by the Abbé Moigno. I have numbered its pages that I might refer, when needful, to it. It contains errors, as you will see. It refers to many purposes and uses to which the machine may be applied, but I have only to consider its application in a lighthouse. It speaks of experiments and developments still going on in such a manner as to show that its practical use as a source of light is not as yet fully wrought out. I saw this machine at the International Exhibition, and then wrote to the Trinity House a letter dated 23d June 1862, in relation to a communication addressed to the Corporation from M. Berlioz, which letter I will refer to on this occasion.

Though the principle of the French machine and Holmes's machine is the same, yet there are special practical differences. The French machine is much smaller and lighter. The induction bobbins are the parts which rotate in the French machine. They are much lighter

lighter than the permanent magnets, and constitute the inner part of the apparatus. In Holmes' machine it is the heavier outer magnets which rotate, so that the moving part is much lighter and smaller in the French machine than in the other, and is more central and inclosed. The French machine has no commutator so that the currents which go to the lamp do not merely intermit or recur, but also alternate in direction. It is concluded (in the communication) that not only is the machine better without the commutator, but also that the problem of lighting was not solved whilst it remained.

The alternation in direction of the electric currents causes a change in the circumstances of the lamp. The rate at which the upper and lower carbons will be consumed will be nearly alike. The direction of the maximum rays of light will now not be downwards only, but both upwards and downwards, or perhaps nearly horizontal; but this will make no difference in the construction or efficacy of the optic part of the apparatus.

That the magneto-electric light is admirably fitted for application in lighthouses is not only a conclusion to be drawn from principle, but one that has been thoroughly established by practice, at the South Foreland and Dungeness Lighthouses, *i. e.*, so long as the knowledge, attention, and precautions are secured that are necessary for the uninterrupted command and security of the light. That being admitted, there are then three points in respect of which the two machines may be compared.

In the first place, the kind of knowledge and attention required to render the magneto-electric light constant and sure, is far above that necessary for lighting operations with the most elaborate and perfect oil lamp. These are now in course of practical trial at Dungeness. I believe that the Trinity House (with which the judgment in this respect very properly rests) are not fully satisfied that they are sufficient, or can be made so. There is nothing in the French apparatus which diminishes the necessity for these precautions, or gives any advantage to the one system over the other. Until this has been decided by experience and practice the second and third points hardly come into view.

The second point is the efficacy of the machine. This can only be learned by long and continuous trial, and, when for lighthouse purposes, in the lighthouse itself. It is not trial for a few hours, or a day, or a week, or even a year, that can settle this point between the two machines. The paper from the Alliance Company points to the many applications of the magneto-electric machine which are contemplated and considered practical (21–24). Many of these would give results of great consequence to the consideration of the application to lighthouses; for interruptions, if they occurred, would be of little consequence by comparison, and help, if needed, might be close at hand. Yet such processes are not established, and so there is no evidence that can be quoted. A lighthouse, from its special nature, its great importance, its uninterrupted action, and its isolated position, seems to me to be the last place to which processes, comparatively new in their nature, should be applied, if there be any other educational positions which can precede such application. One would naturally look to France itself for some real evidence of this kind in relation to the French machines.

The third point is cost. Certain results as to the French apparatus are given, but the whole cost (outlay and current) can only be learned by experience in a lighthouse.

I am, &c.
(signed) *M. Faraday.*

Geo. Herbert, Esq., Trinity House,
&c. &c. &c.

Copy of Letter referred to in Mr. *Faraday's* accompanying Report,
11th September 1863.

Royal Institution, 23 June 1862.

Sir,

The letter which you sent me last Thursday (which I now return) is from M. Berlioz, the director of a company existing in Paris for the manufacture and supply of magneto-electric machines. One of their machines is in the International Exhibition; this he proposes to sell to you, either entirely or upon return, but mentions no price.

I am not aware that the Trinity House authorities have advanced so far as to be able to decide whether they will require more magneto-electric machines or not, or whether, if they should require them, they see reason to suppose the means of their supply in this country, from the source already opened to them, would not be sufficient. Therefore, I do not see that at present they want to purchase a machine, but I am not in possession of the general opinion formed by the Deputy Master and Brethren, of the general working of the present magneto-electric light at Dungeness.

I have seen the magneto-electric machine which M. Berlioz refers to, and think its light and action very good; but, of course, no comparison of it with other machines can be made under such circumstances.

I have, &c.
(signed) *M. Faraday.*

P. H. Berthon, Esq.,
&c. &c. &c.
Trinity House.

(L.)

The Secretary Marine Department, Board of Trade, to the Secretary Trinity House.

Board of Trade, Whitehall,
Sir, 19 November 1864.

Referring to previous correspondence relative to the adoption of the electric light, I am directed by the Lords of the Committee of Privy Council for Trade to request that you will move the Elder Brethren to furnish my Lords with the result of their experience of the electric light at Dungeness since the date of the last report on the subject, and also to inform my Lords whether there has been any further communication with the inventors of the electric light concerning adopting it elsewhere.

I am, &c.
(signed) *T. H. Farrer.*

(H. 2840.)

The Secretary Trinity House, to the Secretary Marine Department, Board of Trade.

Trinity House, London, E.C.,
Sir, 18 January 1865.

Having brought under the consideration of the Elder Brethren your letter of 19th November last (L.), referring to previous correspondence relative to the adoption of the magneto-electric light, and signifying the request of the Lords of the Committee of Privy Council for Trade to be informed of the result of their experience of it at Dungeness since the date of the last report, and whether there has been any further communication with the inventors, concerning its adoption at the Start, or elsewhere, I am directed to acquaint you that, presuming that it is not their Lordships' desire to be furnished with a detailed statement of every particular instance in which the light at Dungeness has been reported to have fallen off, or altogether ceased, in some cases for a period of three or four minutes at a time, since the last report, the Elder Brethren have only to state that such fallings off and cessations have repeatedly occurred, rendering it necessary that the ordinary lamps and reflectors, which are constantly kept in readiness for exhibition, should be frequently lighted, and that, notwithstanding the power of the magneto-electric light, instances have occurred of vessels being stranded near Dungeness.

I am to add, that it has been the earnest desire of the Elder Brethren to render every possible facility in the management of the light, and that with that view they placed it originally under the especial charge of an engineer selected by the patentees, with whose acquiescence the change which has since necessarily taken place in that office has been effected, and that changes have also been made from time to time in the light keepers, in order that persons acquainted with the management of the lamps, &c. might be always in readiness to replace any who, from sickness or other cause, might require removal from the station.

In reply to their Lordships' inquiry as to any further communication having occurred with the patentees since my last report, concerning the adoption of the magneto-electric light at the Start or elsewhere, I am to state that in July last the Elder Brethren received a proposal from the patentees, accompanied by plans, specifications, and estimates, for its exhibition in the lighthouses at Portland, which received the Brethren's most careful consideration, but which they ultimately declined to adopt.

In conclusion, I am to state that, taking into consideration all the circumstances which attend the exhibition of the magneto-electric light, the result of the experience which the Elder Brethren have had of it at Dungeness is such as to induce them to adhere to the opinion expressed to their Lordships in their letter of 8th April 1863, that they are not prepared to recommend the adoption of the magneto-electric principle for lighthouse illumination.

I have, &c.
(signed) *P. H. Berthon.*

(H. 2840.)

The Secretary Marine Department, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
Sir, 30 January 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 18th instant, relative to the adoption of the magneto-electric principle for lighthouse illumination, and in reply to request that the Elder Brethren of the Trinity House will favour the Board of Trade with a return of all the instances in which the electric light has fallen off, or altogether ceased, since the last report; and of all cases in which the old apparatus has been lighted in consequence of the failure of the electric light. Also a return of the cases in which ships have been wrecked or stranded at or near Dungeness, with a statement of the time of day at which, and the circumstances under which the casualties occurred, giving the state of the weather and atmosphere at the time of each casualty.

The Board of Trade would also be glad to have particulars of any of the most important causes of failure which may have led the Elder Brethren to the decision expressed in their letter.

The importance of the subject makes it necessary for the Board of Trade to ask for these details.

I am, &c.
(signed) *T. H. Farrer.*

(H. 2944.)

Lady *Howard de Walden* to the Legation d'Angleterre.

Sir, Brussels, 22 January 1865.

WILL you allow me to trouble you again to ask you if the Trinity House have sent any reply to the Board of Trade respecting the magneto-electric light at Portland and the Start, to the questions that were put in the month of November, and, if so, if I may have a copy. As yet, the only ground that I have been furnished with for objecting to the carrying out the instructions given me in June 1863, is the difficulty of working a steam engine.

I understood when I was at Paris that M. Reynaud had sent either to the Trinity House or to the Board of Trade a report on the magneto-electric light at Cap la Hève. As I am on the point of going to Paris to have my machine tried against M. Berlioz's, it would be very interesting, and perhaps very useful, to me to see that report, if I might be furnished with a copy of it.

I have, &c.
(signed) *L. Howard de Walden.*

(H. 3412.)

The Secretary Trinity House, to the Secretary Marine Department, Board of Trade.

Trinity House, London, E.C.,
15 March 1865.

Sir,

I AM directed to acknowledge the receipt of your letter, dated 30th January, requesting that the Lords of the Committee of Privy Council for Trade may be furnished with a return of all the instances in which the electric light has fallen off, or altogether ceased, since the last report, and of all the cases in which the old apparatus has been lighted in consequence of the failure of that light, together with a detailed statement in relation to the wrecks which have occurred at or near Dungeness, and with the particulars of any of the more important causes of failure which may have led the Elder Brethren to the decision expressed in my letter of the 18th January, and in reply, I am directed to forward, for their Lordships' information, the accompanying extracts from the reports on the electric light received periodically from Dungeness, which show that the old apparatus was necessarily lighted on the 1st September 1863 for three hours, on 30th October for three hours, on 2d December for two hours and 10 minutes, on 3d December for five hours and 40 minutes, on 16th June 1864, for one hour and 40 minutes, on 23d June for 40 minutes, on 16th August for six hours, and on the 18th for four hours and a half; and that the fallings off of the light throughout were of such frequent occurrence as to extend in the aggregate to a period of 119½ hours between June 1863 and December 1864, as shown by the summary annexed to the report, to which the Elder Brethren deem it only necessary to direct their Lordships' attention.

As respects the four vessels reported to have been wrecked near Dungeness, it will be observed that two of them were only discovered at sun-rise, and that the keepers could not, therefore, report the hour at which, and the circumstances under which, they came on shore.

With reference to the wish of their Lordships to be informed of the particulars of any of the more important causes of failure of the electric light which may have led the Elder Brethren to the decision expressed in their former letter, I am directed to submit, as one of the principal causes, the uncertainty to which the use of machinery of any kind is inherently liable, independently of the necessity of maintaining a constant supply of water, and of the great difficulty of repairing and renewing the steam-engines and magneto-electric machines when required, all which contrast most unfavourably with the certainty and simplicity attending the system of producing light from oil at present in use, to which must be added the constant difficulty experienced in maintaining a class of persons as engineers and assistants who are necessarily so dissimilar to the light-keepers trained up in the service of this Corporation.

The arrangements of the electric light now at Dungeness would require a large outlay if it were to be maintained independently and without the security afforded by the retention of the old apparatus, and the difference of the cost of maintenance as compared with that of the dioptric system becomes a most important consideration, if, as the Elder Brethren are advised, the revenue derived from light dues be found unequal to the charges of the maintenance of the existing lighthouses, &c.

There are numerous other causes of minor importance which have led the Elder Brethren to the decision expressed in my letter of the 18th January, which can only be duly weighed and appreciated by those on whom the responsibility of working, and, above all, of maintaining the lights is placed, and, as already expressed in their letter of 8th April 1863, the Elder Brethren feel that there are no advantages which can counterbalance the want of certainty in lighthouse illumination.

I have, &c.
(signed) *P. H. Berthon*, Secretary.

Magneto-Electric Light at Dungeness.

Date.	Time of Falling Off.	For how Long.	Cause.	Light Out.	Cause.	Old Appara Light
1863:						
June - - 11	- - - -	- -	- - - -	At 2 a.m. - -	From leaving lamp too long before changing.	—
July - - -	At times.	—	—	—	—	—
Aug. - - -	Occasionally.	—	—	—	—	—
„ - 30	„ from 1 till 3 a.m.	2 h. - -	Not sufficient draught for the furnace to make steam.	—	—	—
„ - - 31	- - - -	- -	- - - -	About 30 seconds	Top carbon broke off close to the clams.	—
Sept. - - 1	At times, from 7.30 until 9.10 p.m.	1 h. 40 m. -	Reduced to half power, in case of supply of water running short.	- - -	- - - -	For 3 h
„ - 2, 3	Occasionally - -	A few minutes.	—	—	—	—
„ 4 to 8	„	—	—	—	—	—
„ - - 9	From 3 a.m. till sunrise.	2 h. 27 m. -	Want of steam, wind at N.N.E.; boiler at S.S.W. side.	—	—	—
„ - - 12	From 10 p.m. till 12	2 h. - -	Current fell off at 10 p.m., from want of draught.	—	—	—
„ - - 12	Occasionally - -	A few minutes when firing.	—	—	—	—
„ - 13, 14	„ - -	5 to 20 m. -	At firing.	—	—	—
„ - - 17	„ - -	5 to 45 m.	—	—	—	—
„ - - 17	From 11 to 11.45 p.m. very much.	45 m. - -	Very bad carbon.	—	—	—
„ - - 18	Occasionally - -	A few minutes	—	—	—	—
„ - - 25	„	„	—	—	—	—
„ - - 25	- - - -	- -	- - - -	At 5 a.m. for 1 m.	Carbon breaking at change.	—
Oct. - - 9	From sunset till 6.10 p.m., considerably	34 m. - -	Want of draught to the boiler; steam fell to 18 lbs.	—	—	—
„ - - 9	- - - -	- -	- - - -	A few seconds.	—	—
„ - - 10	From sunset till about 7.30 p.m., considerably	1 h. 40 m. -	Want of steam.	—	—	—
„ - - 11	From 2 a.m. till about 3.40.	1 h. 40 m.	Want of steam.	—	—	—
„ - 10, 11	At times - - -	- -	- - - -	A few seconds.	—	—
„ - - 12	- - - -	- -	- - - -	At 3.15 a.m.; not certain for how long.	Carbon breaking.	—
„ - - 15	From sunset till 6.30., considerably.	1 h. 20 m.	—	—	—	—
„ - - 15	At times - -	- -	- - - -	A few seconds.	—	—
„ - - 20	From sunset till about 7.	2 h. - -	Want of draught -	Not certain how long.	—	—
„ - - 25	From sunset till about 7.	2 h. 10 m. -	Want of draught.	—	—	—
„ - - 26						
„ - - 27						
„ 25, 26, 27	- - - -	- -	- - - -	A few seconds.	—	—
„ - - 28	- - - -	- -	- - - -	At 3.45 a.m.; not certain how long.	Lamp sluggish.	—
„ - - 29	- - - -	- -	- - - -	Not certain how long	—	—
„ - - 30	From about 6 till about 9 p.m., considerably; "very poor light."	3 h. 15. m. -	- - - -	- - - -	- - - -	For 3 h
„ - - 30	- - - -	- -	- - - -	Not certain how long	—	—
Nov. - - 1	At times - -	15 to 20 m.	—	—	—	—
„ - - 1	- - - -	- -	- - - -	At midnight for 5 m.	Keeper asleep.	—
„ - - 7	From 5.30 till 7 p.m.	1 h. 30 m.	—	—	—	—
„ - - 8	From 2.30 a.m. till sunrise.	4 h. 38 m. -	Want of steam.	—	—	—
„ - - 11	- - - -	15 m.	—	—	—	—
„ - - 12	From 11 p.m. till 1.20 a.m. (very great falling off).	2 h. 20 m. -	Engines making 56 and 68 revolutions per minute.	—	—	—
„ - - 13	At times -	15 m.	—	—	—	—
„ - - 14	From midnight till 1.30 a.m. (very great falling off).	1 h. 30 m.	—	—	—	—
„ - - 14	- - - -	- -	—	Twice, for 2 or 3 s. at 12.10.	50 revolutions.	—
„ - - 15	From 6 p.m. till about 7 p.m.	1 h.	—	—	—	—
„ - - 22	From lighting till 6 p.m.	2 h.	—	—	—	—
„ - - 23	From 3.30 a.m. till sunrise (very great falling off).	3 h. 45 m.	—	—	—	—
„ - 25, 26	At times - -	15 m.	—	—	—	—
„ - 28, 29	„ - -	„	—	—	—	—
„ - - 30	4 or 5 times during the night.	15 to 20 m. each time.	—	—	—	—
Dec. - - 1	At times - -	15 to 40 m.	—	—	—	—
„ - - 1	- - - -	- -	- - - -	For a few seconds.	—	—
„ - - 2	At times - -	15 to 55 m. -	Down draught of chimney.	- - -	- - - -	For 2 h

Date.	Time of Falling Off.	For how Long.	Cause.	Light Out.	Cause.	Old Apparatus Lighted.
1863:						
- - 3	- - - - -	- -	- - - -	Not certain for how long.	- - -	5 h. 40 m.
- 4, 5	At times - -	15 m. to 20 m.	—	—	—	—
- - 6	Ditto - - -	Ditto.	—	—	—	—
- - 6	- - - - -	- -	- - - -	1 m. 30 s. at 4.20 a.m.	Commutators out of order.	—
- - 7						
- 10, 11	At times - -	15 m. to 20 m.	—	—	—	—
- - 15						
16 to 21	At times - - -	15 m. to 20 m.	—	—	—	—
22 to 26	Ditto - - -	Ditto.	—	—	—	—
28 to 31	Ditto - - -	Ditto.	—	—	—	—
1864:						
- 1 to 3	At times - - -	15 m. to 20 m.	—	—	—	—
- 6, 7	Ditto - - -	Ditto.	—	—	—	—
18, 19, 20	Ditto - - -	Ditto.	—	—	—	—
- - 25	From 3.15 a.m. till sunrise (light at half power).	4 h. 37 m. -	One machine only; commutator on No. 2 machine became loose.	—	—	—
- - 1	At times - - -	About 15 m.	—	—	—	—
- - 4	Ditto - - -	20 m.	—	—	—	—
- - 4	Ditto (slight falling off).	5 m. to 10 m.	—	—	—	—
- - 14	Ditto - ditto -	5 m. to 10 m.	—	—	—	—
5 to 9	Several times each night.	1 h. to 3 h. -	Commutator loose on No. 1 machine.	—	—	—
13 to 15						
- 20, 21						
- - 24	At times (slight falling off).	15 m. to 20 m.	—	—	—	—
- - 16	From sunset till 9.30 p.m. (electric not alight.)	1 h. 10 m. -	Want of draught; wind at N.N.W.	- - -	- - - -	For 1 h. 40 m.
- - 23	From sunset till about 9 (electric not alight).	40 m. - -	Want of draught; wind at N.N.W.	- - -	- - - -	For 40 m.
- - 25	- - - - -	- -	- - - -	For nearly 1 m. at 1.10 a.m.	Carbons fell out of the clams.	—
- 30, 31	At times - - -	15 m. to 20 m.	Want of draught.	—	—	—
1 to 31	Occasionally - -	5 m. to 15 m.	—	—	—	—
- - 16	- - - - -	- -	- - - -	Several times for some seconds at changing between sunset and 1 a.m.; longest period, 4 to 5 min.	Carbons in contact in both lamps; supernumary keeper leaving light.	For 6 h.
- - 18	- - - - -	- -	- - - -	For 4 m. at 12.15 a.m.	- - - -	For 4½ h.
1 to 17	Occasionally - -	15 m. to 20 m.	- - - -	About 5 m. at 8.10.	Carbons in contact in both lamps at same time, preventing either from lighting	—
- - 17	—	—	—	—	—	—
18 to 30	Occasionally - -	15 m. to 20 m.	—	—	—	—
1 to 31	Ditto - - -	Ditto -	—	—	—	—
- - 31	- - - - -	- -	- - - -	About 1 m. at 11.50 p.m.	No. 1 machine having stopped, the steam throttle-valve being shut by some accident, or means unknown.	—
- - 1	- - - - -	- -	- - - -	For 3 m. at 3.20 a.m.	Spectacles left on lamp by accident.	—

Summary of the Hours of Failure or Inefficiency of the Magneto-Electric Light.

	H.	M.
1863:		
August - - - - - - - - -	2	0
September - - - - - - - - -	8	17
October - - - - - - - - -	12	39
November - - - - - - - - -	18	53
December - - - - - - - - -	3	55
1864:		
January - - - - - - - - -	7	17
February - - - - - - - - -	0	35
March - - - - - - - - -	0	20
April - - - - - - - - -	30	20
June - - - - - - - - -	1	50
July - - - - - - - - -	0	20
August - - - - - - - - -	7	45
September - - - - - - - - -	10	0
October - - - - - - - - -	10	20
	119	31

RETURN of WRECKS at or near DUNGENESS.

1864.	——	WIND.	WEATHER.
January 16 -	Ship "Astronomer," about half a mile east of the light; first observed at sunrise, 8 a.m.	S. - -	Blue sky; cloudy and misty.
February 19 -	Ship "Golden Age," came on shore in the East Bay, about 7 a.m.	E.S.E. -	Cloudy, squally, passing showers, and snow.
November 17 -	A vessel ran ashore in the East Bay in a leaky state; two of the crew were drowned; first observed at 3.45 p.m.; grounded at 4.15.	S.W. -	Squally, rain, cloudy; gloomy dark weather; rain continuous.
November 22 -	A large vessel sunk in the West Bay, about five miles from lighthouse; first observed at sunrise, 7.30 a.m.	W.S.W. -	Blue sky; cloudy, squally; distant objects visible; passing showers.

(H. 4273.)

The Secretary to the Commissioners of Northern Lighthouses to the Secretary Marine Department, Board of Trade.

Northern Lighthouse Office, Edinburgh,
Sir, 13 July 1865.

I AM directed by the Commissioners of Northern Lighthouses to state that their attention has been directed to a statement, that a new system of illuminating lighthouses by electro-magnetic apparatus has been discovered in France, and has been successfully exhibited at Havre. The Commissioners conceiving that it may be for the benefit of the service to inquire into the merits of this new light, and into the probable cost of producing it, wish to send their engineer over to Havre to inquire into, and report upon it. The Commissioners also consider that it will be of importance that their engineer should be authorised, with the sanction of the Elder Brethren of the Trinity House, to visit and inspect the works at Dungeness, having a similar object in view, which have been carried on by the Elder Brethren, so that he may acquire full information upon the whole subject. The Commissioners before acting upon their intention, submit their wish to the Board of Trade for sanction.

I am, &c.
(signed) *Alexander Cuningham*, Secretary.

(H. 4273.)

The Secretary Marine Department, Board of Trade, to the Secretary to the Commissioners of Northern Lighthouses.

Sir, Board of Trade, Whitehall, 18 July 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 13th instant, stating that the attention of the Commissioners of Northern Lighthouses has been directed to a new system of illuminating lighthouses by electro-magnetic apparatus, which has been discovered in France, and successfully exhibited at Havre; and that, with the view of inquiring into the merits of this new light, and into the probable cost of producing it, they propose sending their engineer over to Havre to inquire into and report upon it; and also to visit the electro-light at Dungeness.

In

In reply, I am to state that the Board of Trade entirely concur in the expediency of the course which the Commissioners propose to adopt. They sanction the necessary expense, and will be very glad to learn the result of Messrs. Stevensons' visits.

In communicating the substance of your letter to the Trinity House, they have requested the Elder Brethren to afford every facility to the Commissioners' engineer on the occasion of his proposed visit to Dungeness. But the Commissioners will, however, no doubt, themselves communicate with the Elder Brethren.

I am, &c.
(signed) *T. H. Farrer.*

(H. 4273.)

The Secretary, Marine Department, Board of Trade, to the Secretary, Trinity House.

Sir, Board of Trade, Whitehall, 18 July 1865.

I AM directed by the Lords of the Committee of Privy Council for Trade to state that they have received a letter from the Commissioners of Northern Lighthouses to the effect that the Commissioners propose sending their engineer over to Havre, to inquire into and report upon a new system of illuminating lighthouses by electro-magnetic apparatus, which has been discovered in France, and successfully exhibited at Havre, and that with the view of his acquiring full information on the subject, they would be glad if an opportunity were afforded their engineer of visiting and inspecting the works at Dungeness which have been carried on by the Elder Brethren.

I am to add that the proposal of the Commissioners meets with the full concurrence of this Board, and in laying this letter before the Elder Brethren, I am to request that you will move them to be so good as to give every facility to the Commissioners' engineer on the occasion of his proposed visit to Dungeness.

I am, &c.
(signed) *T. H. Farrer.*

(H. 5123.)

The Secretary Trinity House, to the Secretary Marine Department, Board of Trade.

Trinity House, London, E.C.,
Sir, 29 November 1865.

REFERRING to my letters of the 8th April 1863, and the 18th January 1865, on the subject of the application of the magneto-electric light to the purpose of lighthouse illumination, I am now directed by the Elder Brethren to resume the consideration of the question, then under discussion, and to place before the Lords of the Committee of Privy Council for Trade the further views now entertained by them thereon.

In order to render those views more distinctly intelligible, I am briefly to make a resumé of the position of affairs up to the present time, and more especially of the conditions under which the light has been hitherto exhibited.

Their Lordships are aware that the principle of electricity produced by magneto-induction was discovered by Professor Faraday many years before it was utilised and turned to practical account by Professor Holmes. It was first introduced experimentally for lighthouse illumination in 1858, at the South Foreland, and passed through the ordeal of a trial at that station, of six months' duration, including the winter season, without casualty, at which time it was under the sole

charge and direction of the patentee. At the expiration of this term the Elder Brethren were sufficiently satisfied with the result to determine upon giving it a long and extended trial, with the view of ascertaining how far it was calculated to become available as a means of lighthouse illumination, not only as related to its powers and capability of penetration, but to the possibility of maintaining, without intermission, a light requiring the greatest attention on the part of those connected with it, as well as of an amount of skilled labour of which, for such purposes, the Elder Brethren had then had no experience.

A definite arrangement was accordingly made by the Elder Brethren for the purchase of the plant used at the South Foreland, which, after the necessary repairs and alterations, was re-erected at Dungeness Lighthouse at a very large cost, and was exhibited there on 6th June 1862, since which time it has been maintained without any entire failure, but with many intermissions for short periods, and with the necessity on many occasions of lighting the old apparatus, which has always been kept in reserve in case of need. The details of these casualties having been already furnished to their Lordships, it is not proposed to enter further upon that point, but it is necessary here to advert to the different conditions under which the light is exhibited at Dungeness, from those under which it was exhibited at the South Foreland. It was then the property of the patentees, and was worked entirely by them (though some of this Corporation's light-keepers were employed) at their own proper risk and charges, the Elder Brethren paying a stipulated sum for its use during a defined period. It was also shown in the focus of the first-class dioptric lens belonging to the lighthouse, the means of instantaneous recourse to the old system being retained in case of accident; and it may be supposed that with the principle at stake, no want of attention was shown or labour spared to secure its success. When, however, it was re-erected at Dungeness, the real difficulties, as had been anticipated, were found to commence. The re-erection was under the guidance of Professor Holmes, who had always access to the lighthouse, and who selected the engineers, and personally superintended everything connected with its erection and starting; but it was thenceforward under the care of the Trinity House, and the Elder Brethren became, to some extent, responsible for its success or failure. A great change was also made in the optical instrument through which the ray was transmitted; from a first-class lens it was brought to one of a sixth order, or even of smaller size, which had been specially designed by Professor Holmes, as the best fitted to do justice to its powers. It is but just, however, to that gentleman to say that Professor Faraday concurred in this plan, on which great stress was laid, as not only being the proper instrument, but also as an element of economy, the advantage being thereby obtained of dispensing with the great cost of a larger instrument. This lens was found not to answer the expectation formed of it, and it was replaced with another similar in size but differing somewhat in construction, which latter is still in use. As respects its illuminating power, the actual results appear to be that for a limited range, of from 9 to 10 miles, it is immensely superior to any other light, but beyond that distance it appears to lose in a great degree its power, until, at 18 or 20 miles, it is not very different from an ordinary first-class light. Whether this arises from the form or size of the lens, or from any peculiarity in the light itself, will be a matter for further investigation, but within the stated distance of 10 miles it increases as the distance lessens, and anywhere in its immediate proximity it is almost dazzling in its lustre, so much so as to render great caution necessary to vessels navigating within short distances. One steamer, indeed, has been stranded about a mile from the lighthouse, as it was alleged, from this cause. The expenses that have been incurred and the difficulties that have been encountered are matters well known to their Lordships, having formed the subject of Parliamentary papers; prominent instances of the latter being the misconduct and neglect of an engineer, although of the patentee's own selection, the damage done thereby, and the narrow escape of total extinction of the light consequently thereupon; fortunately, however, this has been avoided, and the broad fact remains, that the light has been maintained without any serious break for nearly 2½ years, and it is on that ground, and that only, that the Elder Brethren feel that they are justified in entertaining hopes for the future of the electric light as a lighthouse radiant. In other respects it has, no doubt, been disappointing, and in its present form the results have not been commensurate

commensurate with the cost. The Elder Brethren are, however, inclined to believe that it may still become a most valuable element in lighthouse illumination in some few special cases, but to enable it to become so, or to give a fair estimate of its powers, it must be exhibited under entirely changed conditions from those which now exist, and which the Elder Brethren are confident will never produce any other results than those already attained. In order, then, to give the magneto-electric system a further fair trial, it will be necessary to discard much of what has already been done, and to try it at a different station, and with all the light of past experience to begin *de novo*. Fortunately the means exist of doing so. Our neighbours in France having, with their usual skill in organization and elaborating new ideas, acted on the experience obtained at Dungeness, and perfected a system which has already produced results superior to what the Elder Brethren have been enabled to obtain; but it must be remembered that they have not only been able to use our experience, but have been untrammelled as to their mode of operation, the Elder Brethren having always to contend with one great drawback, viz., their inability to initiate themselves any changes or improvements without interfering with the views of the patentees, and, in case of failure, incurring the responsibility of having such failure charged upon them, though it must in fairness be conceded that the patentees possibly were, in the first instance, guided in one or two points of arrangement by views expressed by the Elder Brethren.

In the month of September last, a committee of the Elder Brethren, in consequence of an application from Monsieur Berlioz and the Alliance Company, the proprietors of the French system, visited Cape La Hève, where the light had been for some time exhibited; they had the pleasure of being accompanied by the president of their Lordships' Board, and their remarks are embodied in a report now in this House; and it is in a great measure owing to what was then observed that the Elder Brethren have been led to the decision to which they have come, viz., to seek their Lordships' sanction to the expense of a further trial of the magneto-electric light. They do not, however, propose to adopt the system of Monsieur Berlioz, which they believe would be a national discredit, and an act of injustice to Professor Holmes, to whom is due the invention of the means of applying Professor Faraday's discovery to lighthouse purposes, and whose ideas have been improved upon practically by Monsieur Berlioz; principally, because by the adoption of an improved lamp he has been enabled to dispense with a main feature of Professor Holmes' system, and, secondarily, by improved steam engines and arrangements for the motive power. The Elder Brethren are, however, assured by Mr. Holmes, that he is now in a position to supply them with a lamp, machines, and engines equal, if not superior, to those used in France, on which head they propose to satisfy themselves previously to giving him any further order; and, that point being established, they desire then to procure the necessary apparatus from him. The Elder Brethren have also been in communication with the eminent optical engineer, Mr. James Chance, of the firm of Messrs. Chance Brothers, of Birmingham, as to the form of lens best adapted to the exhibition of the electric spark. Mr. Chance has always held the opinion, in which the Elder Brethren now concur, that the size of the lens now in use is a mistake, and that a considerably larger one must be used, and with a different arrangement of curvature to compensate for the small size of the flame. And on this point Mr. Chance is, the Elder Brethren believe, also confirmed by the high authority of Mr. Thos. Stevenson. To Mr. Chance the Elder Brethren propose to apply for an instrument which he will undertake shall be entirely suitable. With these new apparatus the Elder Brethren propose to combine a thoroughly independent system of management, which they trust may result in the establishment of the magneto-electric light as a useful component of lighthouse illumination. I am therefore to request that you will submit for their Lordships' consideration the desire of the Elder Brethren to obtain their Lordships' approval of their taking steps for carrying out these views, and their statutory sanction at some future time of the expense of exhibiting the magneto-electric light experimentally at a station to be hereafter determined, upon the improved principles above described.

I have, &c.
(signed) *P. H. Berthon*, Secretary.

(H. 5123.)

The Secretary, Marine Department, Board of Trade, to the Secretary, Trinity House.

Board of Trade, Whitehall,
14 December 1865.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 29th ultimo, relative to the magneto-electric light, and in reply to state that the Board of Trade are perfectly ready to sanction any expenditure that may be necessary for further experiments, such as the Elder Brethren propose, with the electric light. They will be glad to learn where, under what circumstances, and in what manner the Elder Brethren propose to make these experiments.

I am at the same time to transmit to you, for the information of the Elder Brethren of the Trinity House, the enclosed copy of a report by Messrs. Stevenson, upon the subject of the electric light, which has been received from the Commissioners of Northern Lighthouses; and I am to suggest that, in order to ensure harmony of action, the Elder Brethren and the Northern Lighthouse Commissioners, and their respective advisers, should communicate, so that an understanding may be arrived at, both as to the points now requiring elucidation, and the nature of the experiments to be made. A similar suggestion has been made to the Commissioners of Northern Lighthouses.

I am, &c.
(signed) *T. H. Farrer.*

(H. 5313.)

The Secretary to the Commissioners of Northern Lighthouses to the Secretary, Marine Department, Board of Trade.

Northern Lighthouse Office, Edinburgh,
1 December 1865.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to transmit herewith copy of a report on the subject of the electric light, which has been presented by their engineers.

The Commissioners approved of this report, and were of opinion that the experiments should be undertaken, and they trust that this will meet with my Lords' approbation.

The Commissioners have not communicated this report to the Elder Brethren nor the Ballast Board, as the Commissioners considered that, if it were to be communicated, my Lords might prefer that it should come from them.

I am, &c.
(signed) *Alexander Cuningham*, Secretary.

(Enclosure.)

(H. 5313.)

Report on the Application of the Magneto-Electric Light to Lighthouse Illumination, by *D. & T. Stevenson*, Engineers to the Northern Lighthouse Board.

IN terms of the minute of the Commissioners of 26th July last, Mr. Cuningham, the secretary to the Board, and Mr. Thomas Stevenson, visited Dungeness Lighthouse and La Hève Lighthouse in France, for the purpose of inquiring into the state of the electric lights established in England and France. The secretary has already, in his report to the Commissioners, explained the observations made in his department, and narrated the particulars of the journeys made, so that in this report we have only to deal with the more technical details of the subject of inquiry; and we have, in the first place, to state our obligations to the Elder Brethren of the Trinity House at London, and to the Commission des Phares, Paris, and also to the secretary to the Commission des Phares, to M. Duboscq the eminent optician, and to M. Berlioz, the constructor of the electric apparatus in Paris, for the readiness with which they answered all inquiries, and placed every information on the subject of our report at our disposal.

The

The magneto-electric spark, as discovered by Professor Faraday, and adapted to light-house illumination by Professor Holmes, was first used by the Trinity House in 1858, to illuminate the South Foreland Lighthouse. The same apparatus was, subsequently, in 1862, placed at Dungeness, where it has been since continued without interruption, having never been actually extinguished, except for a very short time, generally only for a few seconds, but on more than one occasion extending to between four and five minutes.

In the light-room at Dungeness there are two sets of optical apparatus, one the old reflectors formerly in use, which are kept always ready for being lighted in case of accident; and the other the dioptric apparatus for the electric light, which is placed in the upper part of the lantern. It was stated that since the establishment of this new method of illumination, the old reflectors have been occasionally used in consequence of accidents or from other causes, and on one occasion for a period of six hours.

The generating machinery of the electric light consists, as has been explained by Professor Holmes, of a number of powerful magnets, which are fixed round an octagonal frame, and of rods of soft iron with copper wires coiled round them, called bobbins or helices, which are made to rotate in the interior of the frame in which the magnets are fixed. Powerful electric currents are generated by the successive transit of the bobbins or helices past the magnets. The positive and negative electric currents thus generated are conveyed by copper wires from the engine-room on the ground floor up to the lamp which is in the light-room, but the alternate currents are reversed before they reach the flame, by means of what is called a commutator. The lamp itself is constructed to receive two carbon rods, which by an ingenious automatic contrivance, depending on the strength of the currents, are preserved at a nearly constant distance from each other. The resistance to the currents formed at the carbon points produces the electric light, the power of which depends on the distance between the ends of the carbons, and the great difficulty which has to be encountered is to regulate and preserve continuously the proper distance between these carbons. The lamps, of which there are two always in the light-room and two always in reserve, can be placed in the focus of the optical apparatus with the greatest ease and celerity. The apparatus used at Dungeness is a fixed dioptric one of the sixth order, having a small silvered reflector placed on the landward side, so as to increase the divergence. For the better regulation of the position of the flame in regard to the horizon, a permanent mark has been made on the inside of the lantern, so that the light-keeper, by looking at the beam of light which falls upon the lantern, can at once perceive whether the best part of the beam is passing above or below the horizon line. In the engine-house adjoining the tower there are two steam engines for producing the revolution of the frame which carries the bobbins or helices. These engines are each of six horse-power, and both of them are constantly required for the production of the light. With regard to the consumption of the carbons, it was stated that in winter it amounts to about 200 lineal feet per month, and in summer from 120 to 130 feet, being on an average equal to about four lineal feet per night.

It was stated that the most defective part of the apparatus, and that which undoubtedly occasions the greatest trouble is the regulation of the lamp, so as to secure the proper amount of separation of the carbon points.

After having inspected the apparatus on shore, the Elder Brethren, who were accompanied by the Hydrographer to the Admiralty, kindly afforded an opportunity of inspecting the light after nightfall at different distances. The weather being very favourable, there was an excellent opportunity of viewing the Dungeness Light, and the French revolving light of Grisnez. The result was upon the whole very satisfactory, the Dungeness sixth order light, though showing continuously all round the horizon, contrasted well with the revolving, and therefore more concentrated and first class light of Grisnez, when viewed from a distance of about 12 miles. The electric light was generally very effective and striking in its appearance, though it frequently fell off, suffering prodigiously in volume and once or twice it disappeared altogether for a second or two. This very temporary extinction, though no doubt an evil, is not, from its very short continuance, a practical defect of any importance. It is proper to add, that a previous observation made by Mr. D. Stevenson of Cape Grisnez and Dungeness Lights, as viewed from Dover, a distance of about 18 miles, gave a result decidedly in favour of Cape Grisnez. The expense of maintaining the electric light at Dungeness, irrespective of the original cost, is estimated by the Elder Brethren at £.758 18 *s.* 9 *d.* per annum.

The French light visited was Cape La Hève, situated near the port of Havre. There are two towers at this station, in one of which is a dioptric light of the first order, of the old construction, having silvered mirrors above and below the cylindric refractor. In the other tower there are two very small lanterns placed one above the other, and glazed with a single sheet of bent glass, both of which are fitted up for the electric light, but only one is lighted at a time. At the bottom of the tower are two steam engines, each of three horse-power. Only one of these engines is used at a time, excepting during fogs, when both are used. One steam engine works for a period of eight days, after which the other one takes its place. In fogs the steam pressure, which is usually $3\frac{1}{4}$ to $3\frac{3}{4}$ atmospheres, is raised to from $4\frac{1}{4}$ to $4\frac{3}{4}$ atmospheres. The electric machines are worked by straps or bands communicating with the steam engines, and consist of eight sets of three large and two small magnets. These magnets are fixed by means of wooden wedges, the framework itself being also, to a considerable extent, composed of timber. The frame containing the helices makes 110 revolutions per minute. No commutator is used for reversing the currents, so that each carbon is successively subject to positive and negative currents, and thus the important advantage

is obtained of equal consumption of both carbons. The electric light at La Hève has now been 27 months in use, and during that period it was stated that no repairs of any importance have been required.

The optical apparatus is fixed, and of the sixth order, being about 11½ inches diameter. The carbons for the lamps are kept at the distance of one millimetre apart; they are 10 inches in length, and last for about five hours, by which time they are reduced to the length of two inches. In order to secure the proper direction of the beam of rays, a small adjusting lens (placed close to and at the back of the apparatus) throws an enlarged image upon the wall of the light-room. By this arrangement, which seems to be excellent, the deviation of one millimetre in the flame at the lamp is magnified to one centimetre on the opposite wall of the light-room, thus affording a very delicate means of ascertaining whether the best of the light is thrown properly on the horizon and the sea.

An opportunity was afforded of inspecting the lighthouse in the evening, while the light was burning, and also of seeing both the lights at a distance of about one-third of a mile, when the electric light was found to be enormously superior to that of the adjoining first order oil light. But when viewed the next night from Honfleur, which is nine miles distant from La Hève, the difference in effect between the two lights was very much less in favour of the electric than when viewed at the shorter distance; but still the penetrating power, as tested by an absorbing medium of ink and water, was greatly superior to that of the oil light.*

At times, however, the two lights seemed to be equal. For example, this equality was noticed for a period of five minutes, beginning at a quarter before nine o'clock, and once, for a second or two, the electric light disappeared altogether, as had been noticed at Dungeness.

After completing the inspection of Cape La Hève, and proceeding to Paris, an opportunity was afforded, both at the Commission des Phares and at the workshop of M. Berlioz, of inspecting the more powerful kind of electric apparatus, which is now about to be introduced at Cape La Hève, where it will supplant the upper oil light. It consists of a steam engine of four horse-power, with electric machines containing seven sets of five large and two small magnets.

The following is a statement of the expense of establishing and maintaining the electric light, according to the French engineers.†

EXPENSE OF FIRST ESTABLISHMENT.

	Francs.	
Magneto-electric machines, with four discs	8,000	
Engine and accessories	3,000	
Regulator, conductors, &c.	1,500	
	12,500	= £. 500

MAINTENANCE.

	Francs.
Interest on capital sum at 10 per cent., =1,250 fr., will be, per hour	·3125
Coals for engine	·4000
Salaries of two firemen, 2,800 fr. per annum, at per hour	·7000
Salaries of two keepers, 2,000 fr. per annum, at per hour	·5000
Carbons	·3600
Oil for machine, water, repairs, &c.	·1275
Expense per hour, supposing light burns 4,000 hours per annum, would be	2·4000
Or about 2 *s.* sterling.	

Having now laid before the Board the information which was obtained in England and France regarding this new agent, we shall next consider, first, whether and to what extent the electric light ought to be adopted, and, secondly, if it be adopted, what kind of apparatus and power of machinery should be used.

The frequent occurrence of fogs on the coasts of Scotland, and the suddenness with which they come on, render it of obvious importance that all lights should be of as great power as possible; but there are certain headlands which, from their commanding geographical position, require more than others to be marked by lights of greater power. In 1855, while corresponding on this subject with Admiral Washington, the late Hydrographer to the Admiralty, Mr. T. Stevenson stated, "What we want is powerful apparatus, not intricate distinctions. To be enabled to see a light in a thick night, though it be only half a mile further than at present, may be of incalculable moment. If, therefore, we can increase the

* This test is, we believe, trustworthy, yet we admit it involves the assumption that the medium exercises the same absorptive power on two lights so very different in character as the electric spark and the hydrocarbon flame.

† Mémoire sur l'Éclairage et le Balisage des Côtes de France, par M. L. Reynaud, Paris, 1865, p. 149.

the power of our lights so as to make them pierce the gloom but that fraction of a mile further than they do at present, we are moving in the right direction. On that small amount of extra offing hundreds of lives may depend. This subject has been much before my mind lately, and I am of opinion that there ought to be constructed perhaps three or four great ocean lights situate on different points of England, Ireland, and Scotland, facing the Atlantic, and possessing optical powers which would greatly transcend anything as yet attempted, or than is indeed required in many ordinary cases where a smaller offing is needed, although in all cases superior power constitutes in reality superior safety. Such lights as I have mentioned would form noble protections for homeward-bound vessels, by giving them longer offings. For such purposes I would of course propose revolving lights as being the most powerful, and I would adopt for them first order helophotal apparatus, arranged in a manner not yet attempted, but which would enormously increase the effect without necessarily involving a greater consumption of oil."

Although such stations could, as suggested, be lighted up with oil, so as to be of great efficiency, it must be obvious that, if a better radiant than an oil flame could be provided, it would be of greater value to the mariner. Now the magneto-electric spark presents strong claims to attention, from its remarkable brilliancy and splendour, rivalling, if not indeed surpassing, in intensity the solar light itself; for, according to Dr. Gladstone, the electric light bears to the solar light the ratio of seven to six.* It is therefore highly important that its applicability to lighthouse illumination should be fully tested. But the mere fact of a light having been discovered of far greater intensity than others, though important and encouraging, inasmuch as it justifies hopeful anticipations for the future, is not in itself sufficient to warrant its immediate and general adoption. There are certain characteristics essential to a light for guiding the mariner, all of which must be fulfilled in the electric light before it can be regarded as suitable for a guide at sea. These characteristics, which are indeed of universal application, are as follows:—

1. That it shall be constantly in sight during those periods of time at and during which it is advertised to the mariner as being visible.

2. That it shall be visible in a thick and hazy atmosphere at the greatest possible distance.

3. That it shall constantly maintain its distinctive character, so as never to be mistaken for any other light.

In considering how far these conditions are fulfilled by the electric light, we shall direct attention to what at first sight appears to be its peculiar advantage, viz., its great power. To all near observers its brilliancy and intensity are most striking and undeniable. But it has been stated, and our observations do not appear to prove the contrary, that at great distances the oil light maintains its power better than the electric. Such a phenomenon certainly seems to be very improbable, yet the subject in the present state of our knowledge is not one for dogmatic assertion, because it may be the case that the rays proceeding from the electric light suffer so much more from absorption in passing through an obstructive medium than those from a flame produced by the consumption of oil, as to leave the oil light the more powerful of the two at great distances. If this were really so, it would follow that the application of the electric spark to lighthouse illumination was based upon a fallacy. The mere glare or splendour of effect to a near observer, so far from being an advantage to the mariner, is a positive evil, and an evil which is submitted to only because it is a necessary accompaniment of the property of visibility at great distances. All that the mariner can in any case require is distinct visibility. Anything less than this is useless; anything more than this is a positive evil, because by its lustre it tends to destroy his powers of perception of objects in the water that are nearer his view, and which therefore, from their proximity, threaten more immediate danger to the safety of his vessel. The really useful power is that of penetration through an obstructing medium, and therefore the true measure of the usefulness of any light is the distance to which it remains distinctly visible, and at which it preserves its characteristic appearance. From our own observations, so far as they have gone, we are inclined to believe that the electric light suffers a greater amount of loss in penetrating the atmosphere than the oil light, but as the original power is vastly greater, it will nevertheless, in all probability, be visible at much greater distances than an oil light. This is a question, however, which demands extended and accurate observations, and we would suggest that, in the event of further trials being entered on, special photometric observations should be made in order to determine this point.

The other qualities which have been specified are the uninterrupted exhibition of the light, and the preservation of its distinctive character. There can be no doubt that the electric lights, both at Dungeness and Havre, especially when viewed at a distance, are, as we have shown, liable to very great fluctuations in volume and intensity. Although such fluctuations are not likely, if of no greater duration than what was noticed to lead to any doubt as to the identity of the Dungeness or Cape La Hève Lighthouses, yet it would undoubtedly be of importance that the light should be rendered more certain in its exhibition, and less liable to variations in its power. It is well known that all lights are liable to twinkling in certain states of the atmosphere, but the cause which produces the flickering and

* "Holmes's Magneto-Electric Light as applicable to Lighthouses," p. 14.

and momentary extinction of the electric light, though in many instances arising from imperfections in the carbons, and from want of proper compensative action in the mechanism of the lamp, is also, we think, to a large extent due to the variation in the positions of the carbon points, and the consequent vertical variation of the plane of maximum intensity of the flame. This ex-focal position of the flame would necessarily remove the beam of parallel rays from the horizon, and throw it either too near the lighthouse or upwards to the sky.

While it is not to be disputed that the perfection of the electric lamp, so as to ensure that the flame shall remain in a given constant position, is the great problem which has to be solved, and to which Foucalt, Duboscq, Holmes, and Serrin have devoted much labour and ingenuity, there are, nevertheless, other means by which any irregularities in working the lamp may, we hope, to a great extent be obviated. With our present information we venture to hazard the opinion, that one of the great advantages of the electric spark is lost by using too small a size of optical apparatus, which, though less costly, seems unsuited for the electric spark, because every unit of surface in an apparatus of small size operates on a pencil of light of a greater angle of divergence than it would do in larger apparatus. Hence in the small apparatus, the grinding of the surfaces and fitting of the glass work, become of the greatest importance, and ought to be executed in the most careful manner. Moreover, the small deviations from exact focussing will with the small apparatus produce greater deflections of the beam of parallel rays, and therefore those vertical displacements of the electric light which are constantly occurring owing to the imperfection of the regulating apparatus will be specially injurious with small optical apparatus, because the angular displacement of the beam of emergent rays from the proper direction, for a given linear displacement of the carbon points, will vary inversely in the simple ratio of the linear dimensions. In addition to this, it may be remarked, as a further disadvantage attending the use of small apparatus, that if a sufficient amount of divergence be obtained for the proper illumination of the ocean, this condition necessarily involves a corresponding divergence upwards upon the sky, so that a loss of light inevitably occurs. From what has been stated, it will be seen that we consider the employment of small apparatus for the purpose of producing vertical divergence upon the sea as a retrograde movement.

In order to take full advantage of the valuable properties of the electric spark, it is necessary that apparatus should be used of such a size as would, if made of the ordinary form, give, practically speaking, no divergence at all. For this purpose we should propose to employ apparatus of the third order. But the light proceeding from such apparatus, if made of the usual form, would of course be useless to the mariner, inasmuch as in the case of a fixed light no rays would be visible to the mariner excepting when on or near the horizon; and in the case of a revolving apparatus the beam of light would sweep past the eye of the mariner so quickly as to prevent him from taking compass bearings to the lighthouse. What is required, then, is to give the optical apparatus such a form as to produce the exact amount of horizontal divergence which is needed by the mariner, and also such an amount of vertical divergence as will throw all the rays downwards upon the sea, instead of wasting any of them by illuminating the arc above the horizon. By such an arrangement alone will the mariner be enabled to reap the full benefit of the peculiar and valuable properties of this new radiant.

As to the best method of securing this result, there is room for further inquiry. It is enough, however, in the meantime, to state that in 1860 Mr. Thomas Stevenson suggested for this purpose what has been called a differential lens. We have lately, however, had various suggestions under consideration which may modify the proposal which has been made, or which may lead to still easier methods of securing the ends in view. In particular, we may mention that we have been corresponding with Mr. J. T. Chance, whose co-operation on a subject of this kind the Commissioners will highly value.

From what we have said, the Commissioners will observe that the high illuminating power of the electric light, as at present in use, is only available where there is space for the engine power required, and for the storage of fuel, so that electric illumination is not perhaps generally applicable to lighthouses, and cannot be employed at many important stations, For all that important class of lighthouses, of which the Eddystone and the Bell Rock may be taken as examples, it is in its present state inapplicable. Even in such cases as the Fastnet, or North Unst lighthouses where there is a small area of rock surrounding the lighthouse buildings, it is very doubtful whether, from the difficulty of landing stores and the very limited accommodation, it would be prudent to attempt to employ the electric light in its present state. These conditions may therefore be held as limiting the use of this powerful source of light to land or island stations, where there is space for the erection of the requisite buildings and apparatus connected with the production of the electric spark, unless indeed it should ever be found desirable to convey the electric current for lighthouse purposes to distant places by means of submarine wires, as suggested for the illumination of a beacon* in 1854 by Mr. Thomas Stevenson. In this case, the electric light could not only be made generally applicable, but as has been suggested to us by our assistant, Mr. Brebner, many different stations might, by means of the submarine wires, be supplied from one great central source of power.

At present, however, it is unnecessary to enter further on this subject, and we shall conclude the present report by suggesting the course which, under all the circumstances, we think the best for the Board to adopt.

1. We

* Transactions of Royal Scottish Society of Arts, vol. IV.

1. We think that the electric light ought to be introduced first, as we have already explained, at certain salient points in Scotland; and, secondly, at some of those stations where a fixed red light is shown to the mariners, but before doing so we consider it necessary that some experiments should be tried at Inchkeith, or at some other easily accessible place.

The only reason why we do not propose to establish this light at once, at one of the stations of the Board, arises from our desire, as already explained, to adopt different optical apparatus from what has been used. We also propose trying the effect of the light in a revolving apparatus which has not, as far as we are aware, been hitherto carried into practice.

2. The expense of experimenting, including lantern and houses on Inchkeith, revolving and fixed third order apparatus, irrespective of the cost of the changes which may ultimately be found best for giving the divergence, also the boilers, and steam engines, &c., we estimate (in so far as it is possible to arrive at such a result) at about 3,100 *l.* The cost of engines and generating apparatus, which will include all the improvements which have been adopted by the French Board, is taken from information supplied by Professor Holmes. We may observe that the same lantern, apparatus, and engines, &c., which are first to be used for experimental purposes will be suitable for any stations in which it is resolved that fixed and revolving apparatus are to be used.

(signed) *D. & T. Stevenson*

Edinburgh, 27 November 1865.

(H. 5313.)

The Secretary, Marine Department, Board of Trade, to the Secretary to the Commissioners of Northern Lighthouses.

Board of Trade, Whitehall,
14 December 1865.

Sir,

I AM directed by the Lords of the Committee of the Privy Council for Trade to acknowledge the receipt of your letter of the 1st instant, transmitting copy of the able report by the Messrs. Stevenson upon the magneto-electric light, and in reply to acquaint you, for the information of the Commissioners of Northern Lights, that the Board entirely approve the proposal for trying the experiments at Inchkeith, and will sanction the necessary expenditure. At the same time, it is desirable that all existing experience upon the subject should be brought together, and having received an application of a similar character from the Elder Brethren of the Trinity House, a copy of which is now enclosed, the Board would suggest that the Elder Brethren and the Commissioners of Northern Lighthouses, and their respective advisers, should communicate with each other, and co-operate for the purpose of deciding what points now remain to be elucidated, as well as the nature of the experiments to be made. The same suggestion has been made to the Elder Brethren. *See 5123.*

The highly interesting report of Messrs. Stevenson, which accompanied your letter, has been sent to the Trinity House.

I am, &c.
(signed) *T. H. Farrer.*

(H.)

The Secretary, Marine Department, Board of Trade, to the Under Secretary, Foreign Office.

Board of Trade, Whitehall,
4 December 1865.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to state that they are anxious to procure certain information respecting the new electric light established at Cape de la Hève, near Havre, and to request that you will be so good as to move the Earl of Clarendon to cause an application to be made to the French Government to furnish the information required.

The information with which the Board of Trade wish to be furnished is as follows, viz., any reports which have been made to the French Government, or accounts concerning the value and effect of the new electric light, concerning the difficulties (if any), facility of working them, and any accounts which have been prepared, showing the original and annual cost.

I am, &c.
(signed) *T. H. Farrer.*

(H. 5364.)

The Secretary, Marine Department, Board of Trade, to the Secretary to the Trinity House.

Board of Trade, Whitehall,
28 December 1865.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you, for the information of the Elder Brethren of the Trinity House, that they have received plans, specifications, and explanatory notes prepared by Mr. Coode, C.E., respecting the application of the magneto-electric light to the lighthouses at Start Point and Portland, and to suggest that before the Elder Brethren decide upon any particular course, they should see the plans, &c. in question. I therefore inclose these plans, with a request that when they have been examined, they may be forwarded to the Northern Lighthouse Commissioners.

I am, &c.
(signed) *T. H. Farrer.*

(H. 5364.)

The Secretary, Marine Department, Board of Trade, to the Secretary to the Commissioners of Northern Lighthouses.

Board of Trade, Whitehall,
28 December 1865.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you, for the information of the Commissioners of Northern Lighthouses, that they have received plans, specifications, and explanatory notes prepared by Mr. Coode, C.E., respecting the application of the magneto-electric light to the lighthouses at Start Point and Portland, and to suggest that before the Commissioners decide upon any particular course, they should see the plans, &c. in question. The plans have been forwarded to the Trinity House with a request that they may be forwarded to the Northern Lighthouse Commissioners.

I am, &c.
(signed) *T. H. Farrer.*

(Enclosures.)

(H. 5364.)

Mr. *W. H. Cutler* to the Secretary, Marine Department, Board of Trade.

29, Bedford Square, 9 December 1865.

Sir,

REPRESENTING the proprietors of the magneto-electric light as applicable to lighthouses, and of other improvements in connection with lighthouses, I have the honour to transmit herewith for the consideration of the Lords of the Committee of Privy Council for Trade, drawings, specifications, and explanatory observations, as per list at foot, relating to the application of the magneto-electric light to the lighthouses at Start Point and Portland.

These drawings and specifications, &c., have been prepared by Mr. Coode, C.E., and from the attention which he has bestowed on the subject, I feel assured that the arrangements therein proposed are such as will ensure the most satisfactory result, as provision has been made to meet every contingency.

I am induced to take this step from the fact of the French Government having recently adopted a magneto-electric light in one or more of the lighthouses on their coast; and also from the circumstance of Messrs. Stevenson of Edinburgh having lately applied to me for various particulars in connection with our system of lighthouse illumination, which induces me to hope that the Commissioners of Northern Lighthouses contemplate the adoption of the magneto-electric light in some of the lighthouses within their jurisdiction.

I have, &c.
(signed) *W. H. Cutler.*

LIST OF DRAWINGS, &c.

Start Point - - - -	10 Drawings, Nos. 1 to 10.
„ „ - - - -	Specification.
„ „ - - - -	Explanatory Observations.
Portland - - - -	7 Drawings, Nos. 1 to 7.
„ - - - -	Specification.
„ - - - -	Explanatory Observations.

(H. 5364.)

MAGNETO-ELECTRIC LIGHT.—START POINT.

SPECIFICATION of the several Works required to be done near the Start Point Lighthouse, in the County of Devon, in the erection of engine and boiler-house, chimney, shaft, coke store, and engineer's dwellings, with back offices, fence wall, &c., &c.; together with the excavations for sites of the said buildings, and in altering the main road adjoining thereto, according to the accompanying plans, sections, and drawings.

MATERIALS.

Slate Floors.—The slate flooring and slabs are to be sound and of good colour, properly squared, rubbed at joints, or, where needed, to make good beds and joints.

Bricks.—The bricks are to be sound stock bricks, well burnt, and well shaped, and to ring well. The fire bricks to be used are to be of best Staffordshire or other approved quality, clean and well made, hard, and of good colour, and well burnt.

Cement Mortar.—The cement to be used throughout is the best Portland cement, weighing not less than 110 lbs. per bushel, to be mixed with clean and sharp sand—if from the sea shore, to be thoroughly well washed with clean fresh water—in the proportion of one of cement to three of sand.

Lime Mortar.—Blue lias-lime to be used throughout, and to be of equal quality to that of the best Aberthaw lime; to be used fresh from the kiln, with clean and sharp sand, mixed in the proportion of one of lime and two of sand; to be slaked with as little water as possible (no salt water will be allowed to be used), and well beaten and tempered in a pug-mill, or otherwise, so as to mix the lime thoroughly with the sand, and to bring it to a proper consistency before being used.

Stucco.—To be of Portland cement and sand, as before described, in the proportion of one measure of cement to three of sand.

Concrete.—The lime concrete to be composed of hard gravel and clean sand, as before described, and lime, in the proportion of six of gravel and sand to one of lime. Where cement concrete is required, the proportion to be the same.

Portland Stone.—The Portland stone to be used in the work to be from the stratum known as "Whitbed," hard, durable, free from cracks, faults, or any defects, and of good colour throughout.

Timber.—The whole of the carpenter's work (excepting the sleepers and lintels), and all the external woodwork, to be of best crown Memel fir, well seasoned, and of good colour, free from sap, shakes, or large or loose knots, or any defects; the oak used to be sound, and of English growth. The joiner's work (excepting where specified to the contrary) will be of the best Christiana yellow deals.

Excavation.—The whole of the ground and rock on the site shown on Drawing, No. 2, to be excavated to the levels shown on the several sections taken across the said site, and of the respective depths, widths, and slopes given and required. The excavations for the footings of the walls to be according to the depths and widths shown on the several detailed drawings, and to be properly prepared to receive the foundation courses of masonry. The parts of the excavations under the buildings to be levelled, so as to give a fair and solid bearing to the floors and pavement. The cutting out of the rock for trenches for footings, drains, &c., is to be done in a careful manner, and all hollows which may be left, or soft parts of the rock after being cut out, to be filled in solid with lime concrete. The greatest care must, however, be taken not to remove more of the rock than is required for receiving the masonry. The boiler flue excavations, the ashpits, rain-water tanks, rain-water drains, and waste drains, to be excavated in a like manner to the above, of the dimensions and forms shown. The drains to have a proper fall to carry off the water. Should the rock prove sufficiently solid, it is to be left above the level of the floor of the engine-room as indicated on Drawings, Nos. 5 and 6; the rock is to be levelled off to receive engine bed. All the earth, excavations, levellings, &c., together with all the rubbish arising during the progress and finishing of the buildings to be removed to such place or places as shall be fixed upon (the distance not to exceed 200 yards). The spaces left between the sides of the excavations, for the footings of the walls and the masonry, to be filled in solid with concrete, and thus to be made good after the walls have been brought up. On completion of the buildings, the ground around the same to be left in a clean and proper state, and all rubbish and spare materials to be cleared away.

Masonry.—The footings and foundations of the walls to be built of good and sound stone taken either from the excavations before specified, or from any local quarry; the stones are to be of proper sizes, and carefully selected, good headers every five feet, bonded through the thickness of the walls, good facing stones, and proper fillers, so that every stone shall have a fair bearing on its bed, and a proper bond; and the whole flushed solidly in mortar. The walls to be built of the several heights and thicknesses shown on the drawings, leaving the several apertures also shown therein, and the external faces where specified, properly dressed off to be stuccoed.

The quoins are to be laid header and stretcher to all angles, and doors and window openings. At 3 inches above the ground line throughout a layer of slate slabs 2½-inches thick, properly set and flushed in cement, is to be built into the walls of the several main buildings, to prevent the damp from ascending through the walls. The external arches are to be turned with bricks, and set in cement, and of the depth and thickness shown; also arches over chimney openings to be turned with bricks, and set in mortar. A 3-inch earthenware pipe is to be inserted at intervals through the thickness of the walls of dwellings, where shown, for ventilation.

The flues to be properly gathered and pargetted, and left 10 inches in diameter in the clear. The chimney stacks to dwellings to be built the same as the walls, with brick quoins. The whole of the walls to be carried up in a substantial and a workmanlike manner; no part of the same to be raised more than 4 feet above the other, but the whole of the walls to be carried up with an equal rate of progress. All plates, bond-timbers, lintels, and wood bricks, to be inserted as the works proceed. The chimney shaft to receive the flue leading from the boiler to be carried up with masonry laid in cement, and the capping and string courses surrounding the same to be of good sound bricks moulder, or cut to form, set in cement, and properly and neatly worked to the forms and sizes shown. The brickwork in fireplace to boilers, and in flues around and under same, to be of fire bricks, set in fire clay; the remainder of the fire bricks in boiler flues, brick archings, &c., to be set in cement, and to be of the best description of work, and in all respects suitable to the uses intended.

The part of the flue which is excavated must be properly reduced to a fair surface, and all faults, fissures, or other defects therein to be properly stopped, and sealed over with cement; the vertical portion to have the face covered with brickwork in cement, and the sloping portion to be covered with slate flagging, closely bedded and jointed with cement.

The sides and bottom of the rain water tank to be brought to a fair surface throughout, all faults and fissures therein to be stopped with cement and sand, in proportions before described; the whole to be lined and floated with cement, mixed with an equal quantity of sand. The waste drain and rain-water drains to be carefully sealed over, where necessary, with cement, and rendered completely watertight. The rain-water tank and all drains which are excavated in the rock to be carefully covered with slate flagging set in mortar, and the joints sealed over with the same before the gravel paving is laid on. The slate flagging to the tank to be not less than 2½ inches thick.

Fence Wall.—A fence wall to be carried round the site of the buildings, commencing at the gate at the northern extremity of the ground (as shown on Drawing, No. 2), and terminating at the rain-catch. The wall to be of stone from the same quarry, and the work in it to be done in a similar manner to the walls of the buildings; to have a semi-circular coping of the same stone as the walls, rough dressed, and entirely of through stones. To be 4 feet in height to the top of the coping, and 18 inches thick.

Paving.—The inner and outer hearth stones throughout to be of good Delabole slate, or other slate of equal quality; to be not less than 2 inches thick to the kitchens, and 1½ inch thick to the bedrooms, properly rubbed, squared, and set in mortar, and laid fair with the flooring. The engine-room, boiler-house, porches, passages, and parts of kitchens (coloured dark on the drawings) and wash kitchens, to have 2 inch slate floors, laid on lime concrete, averaging 3 inches thick, excepting the parts of the kitchen floors mentioned, which are not to be laid on concrete. The slate floors to be of good Delabole or other slate of equal quality, properly rubbed, squared, and of good dimensions, and laid truly. The floors of the coke store, coal-houses, and privies to be formed of cement concrete; and the whole laid truly, and finished to a fair and even surface, thereby covering all inequalities in the rock left after the excavation; but no part of the concrete floor to be less than 2½ inches in thickness. The yards and spaces between the road and fronts of the buildings to be covered with two coats of good and hard gravel and sand; the first coat to be laid on, mixed with lime siftings, in equal proportions; and the whole well worked and concreted together, after which the second coat of fine clean gravel and sand to be laid on and left by the contractor in a satisfactory condition. The window sills to be of slate of approved quality (excepting the wash kitchen), 9 inches by 5 inches, properly weathered, as shown, and throated; to be worked to a clean face, and sharp arrises all round, and to be 6 inches longer than the opening at each end.

The wash-kitchen's window-sill to be of 1½ inch slate, squared and rubbed, and 2 inches longer at each end than the opening.

The door sills to be of slate flagging laid on masonry 2½ inches thick, and properly morticed to receive door frames.

The chimney-pieces to kitchens to be of slate slabs 1¼ inch thick, properly rubbed, squared, and polished, blocked and fixed with copper cramps. The mantels to be 9 inches wide; jams, 8 inches; and shelves, 12 inches. To the bedrooms there will be wood chimney-pieces, mantel and jams, 6 inches wide, 1 inch thick; shelves, 8 inches wide, and 1 inch thick.

The walls are to be coped with Portland stone, where shown on drawings, and the gate pillars to be capped with the same. The coping to be 2½ inches thick, properly tooled and squared, and set in mortar, with a drip on each side of 1½ inch. The caps to be 3 inches thick, and the weathering of same, to be 2 inches deep; and to have also a drip of 1½ inch around. The troughs to kitchens to be of Purbeck stone, of the dimensions shown, and 6 inches

6 inches inside depth; to be let into and supported by walls; to be properly tooled, dished out, and a socket chiselled therein to receive a rose-headed washer for outlet pipe.

The porches to have slate skirtings 6 inches high and ¾-inch thick, properly screwed to plugs to receive them.

Carpenter's and Joiner's Work.

Roofing.—The principals of roof over engine and boiler-house, and coke-store, are to be framed, and of the distances apart as shown; and the roof to be framed of timbers of the following scantlings, when wrought:—

Principal rafter	7	inches by	3 inches.
Hip rafter	8	„ by	3 „
Tie beam	8	„ by	3 „
King post	6	„ by	3 „
Struts	4	„ by	3 „
Pole plates	5	„ by	4 „
Purlins	5	„ by	3½ „
Ridge piece	7	„ by	2½ „
Rafters	3	„ by	2½ „
Wall plates	6	„ by	4 „
Boarding for slates	1-inch thick.		

The whole of this roofing is to be properly squared, morticed and framed together, in a workmanlike manner, to be wrought on the side seen from within, and chamfered (excepting the roof over coke store, which is not to be wrought), and the boarding for slates to be laid diagonally, as shown. The gutter board to roof to be 9 inches by 1½ inch, laid to a proper fall towards down pipe, and with proper bearers and filleting.

The roof over the dwellings to be framed as shown, and of the following scantlings:—

Rafters (15 inches from centre to centre)	4½	inches by	2½-inches.
Collar beams	5	„ by	2½ „
Struts	3	„ by	2½ „
Ridge piece	7	„ by	2 „
Hip rafter	8	„ by	2½ „
Angle and diagonal ties	5	„ by	4 „
Trimmers round chimneys to receive rafters	5	„ by	2½ „
Ceiling-joists (15 inches from centre to centre)	3	„ by	2 „
Wall plates	5	„ by	4 „
Battens to receive duchess slates	2¼	„ by	¾ „
Rafters to wash kitchen roofs, and 15 inches apart from centre to centre	5	„ by	2½ „
Wall plates	5	„ by	4 „

The plates are to be dovetailed, lapped at the angles, and joinings strongly nailed and continued round the buildings, and returned upon the cross walls. The ventilators to roofs over boiler-house and coke-store to be where shown, and to have a clear opening of 10 inches, including louvre boards. Louvre boards to be ½ inch thick; standards, 3 inches by 3 inches, halved into principal rafters, and supporting a top rail, 4 inches by 3 inches. The roof over ventilators to have open slating properly secured to battens. The ends of the louvre openings to have ¾-inch weather boarding, as shown.

The lean-to roofs to privies and roofs to porches to have rafters 2½ inches by 2 inches; wall plates, 4 inches by 2 inches. The rafters to be 15 inches from centre to centre, properly shod, and nailed to plates, ridge piece, 4 inches by 2 inches.

The framed partitions between passages and living-rooms to be 4 inches thick; strong stanchions, diagonal stays and bars, 4 inches by 2½ inches, and 18 inches apart; to be properly framed and fixed, and floor joists notched on them.

The joists of floors to bedrooms to be 8 inches by 3 inches, and 15 inches from centre to centre, laid on plates, 4 inches by 3 inches, with proper herring-bond, and strong trimmers to fireplaces and well-hole of stairs. The joists of ground floor to dwellings to be of pitch pine, 6 inches by 3 inches, bedded upon dwarf walls, and laid upon plates, 15 inches apart.

The inner lintels over the principal doors and window openings to be of English oak, 6 inches thick, and to have a clear bearing of 9 inches, upon the walls at each end, and also oak lintels over every other opening where required, and to have 1 inch in thickness for every foot of opening.

Wood bricks are to be built into the walls where required.

The frieze and soffit to eaves of roofs of engine and boiler-house, coke-store, and main roof of dwellings to be of inch wrought deal, properly mitred at angles with proper backings, and framed grounds-frieze rebated to soffit.

Flooring.—The floors of living rooms, bedrooms, staircases, closets, and parts of kitchens shown, are to be of 1¼ inch yellow deal, wrought, laid folding, with mitred borders round hearth-stones, well and sufficiently nailed to joists.

Skirtings.—The skirtings to the above to be inch-wrought yellow deal, beaded at top, 6 inches high, with proper grounds. A ¾ inch deal beaded chair rail to be inserted, 3 inches wide, round living-room and kitchens.

Windows.—The windows to dwellings and side porch windows to have proper 1-inch deal cased wrought and beaded frames to receive 2-inch deal ovolo sashes, double hung with patent lines, iron weights, and strong brass cased pulleys, and proper sash fastenings complete. The porch front windows and wash-kitchen windows are to have solid frames, 3 inches by 3 inches, and sashes 1½ inch, similar to the above, but not to be hung. The wash-kitchen sashes to be covered with wire gauze. All the windows to have solid oak sills, 3 inches thick, weathered and fairly bedded on the stone sill. A copper tongue to be inserted into the middle of the oak and stone sills of the front windows throughout, and in the windows of the porches, to run through the length of the oak sill; the tongue to be 1½-inch wide, and ¼ inch thick.

The windows to engine-room to have solid frames 4 inches by 3 inches, with semi-circular heads, wrought, rebated, and beaded, to receive 2½ inch deal ovolo sashes.

The top part of the square portion of the sash is to be hung on a swing centre, top and bottom bars of which to be rebated and fitted to make proper meeting joints, and sides to have proper fillets for stops; strong turned steel axles with proper bearings to be screwed to the sash, and sockets in the frame inserted to correspond with, and to receive them; the whole made to swing freely without jarring, proper hooks and patent cord and pulleys to be provided and fixed for opening and closing.

The window to boiler-house to have centre light hung double, and side lights to be hung single, and to have frames and sashes the same as front windows.

The semi-circular ventilators and lights to coke-store to be wrought and framed and beaded 3 inches by 3 inches, and let into frames 5 inches by 4 inches, wrought, rebated, and beaded; the louvre boards to be 3 inches by 1 inch, with ⅜ inch fillets.

Window Shutters.—The windows to living-rooms and kitchens to be fitted with 1¼ inch yellow deal, square panelled sliding shutters, hung the same as sashes, with brass pulleys, weights, patent lines and fastenings complete. To have inch deal framed fronts, bead flush panels, with proper linings and architrave around. To have ½ inch beaded skirting at bottom and around window recess, to correspond with skirting in same room. To have ½ inch beaded flaps over shutter housings, with brass hinges and sunk ring complete.

All the windows to have angle beading to the splays, and to have proper beadings where necessary at all other places as stops to plastering.

The bedroom and boiler-house windows to have 1¼ inch wrought window boards with rounded edges.

The porch windows to have 1 inch deal wrought grounds and soffit and window boards, with rounded edges.

The internal doorways, that is, to front entrance inside porch, to kitchens, to living-rooms, to bedrooms, to pantry under stairs, and to closet adjoining bedrooms, also entrance to engine-room, are to have 1½ inch yellow deal wrought, double rebated, and beaded jamb linings, and 1 inch wrought and framed grounds, 4 inches wide on both sides of wall, with proper architrave around, and to have 1½ inch yellow deal, square, four-panelled doors, hung with 3 inch butt hinges, with Hobbs & Co.'s 6 inch iron rim locks, and brass handle to each door, of the value of 8*s.* 6*d.* each. The external doorways, that is, to front entrances in all the porches, front entrance to engine-room, back entrance to boiler-house, passage back entrances, inner and outer entrances to wash kitchens, are to have Memel door frames 4 inches by 4 inches, wrought, framed and beaded, and tenoned into stone steps. The porches and entrance to engine-room to have 2 inch Memel deal wrought, square, four-panelled doors, the bottom panels of which to be bead flush panels, to be 1 inch thick, all the remaining doors to be 1½ inch, square, and four panelled. The entrance door inside porch to have the two upper panels glazed. A ⅝ inch two panelled bead flush framed shutter to be prepared and fitted to the glazed panels, and secured on and shifted off by means of brass screws and sockets.

The entrance to coal-houses and privies to have Memel door frames, framed 4 inches by 3 inches, wrought and tenoned into stone steps, and to have proper ⅝ inch wrought tongued and beaded deal doors, ledged, hung with cross garnet hinges, and Norfolk latch and catch, with one 6 inch barrel bolt to each door. The porch-door to be hung with 1½ pair of 3 inch butt hinges, to have Hobbs and Co.'s strong 8 inch draw back iron rim lock, with box staples, of the value of 23*s.* each, and two ½ inch barrel bolts 12 inches long. The front entrance door inside porches, and front entrance door to engine-room, to be hung with one pair of 3½ inch butt hinges, and to have 8 inch iron rim brass handled lock, with box staples, to each door, and two ½ inch barrel bolts, 10 inches long, with staples and plates complete, for top and bottom of doors. The back entrance door to boiler-house, passage, back entrance, doors in dwellings, to be hung with one pair 3½ inch butt hinges, and to have a 9 inch iron spring stock lock with staples complete, to each door; also two 10 inch barrel bolts and staples to each door. The outer and inner doors to wash-kitchens to be hung with one pair 3 inch butt hinges, to have two 10 inch barrel bolts and staples to each door, with Norfolk latch and catch to each door also.

Angle closets are to be fitted in all the bedrooms, where shown, to have 1¼ inch deal framed fronts and architrave round, and 1¼ inch doors hung with 2½ inch butt hinges, and Hobbs and Co.'s lever cupboard lock to each door, of the value of 2 *s.* 6 *d.* each. The front of each closet having shelves to have two larger and two smaller doors, wrought, and square framed and panelled; one closet in each bedroom to be fitted with three shelves of inch wrought deal, and one closet in each bedroom to be fitted with strong wrought wood rail, and cast-iron pins for hanging. The pantry under stairs to be fitted with two rows of inch

inch wrought deal shelves, to extend underneath the stairs with proper brackets and bearers.

In the kitchens, the recesses are to be fitted with a cupboard and a dresser to one recess, and drawers and dresser in the other recess, to be wrought and framed with 1¼ inch sides, ¾ inch backs, plate-holders ¾ inch, 1 inch tops to cupboards and drawer fronts, with rounded edges; 1 inch fronts, and ¾ inch doors to cupboards, wrought, framed and square panelled, to be hung with 2 inch butt hinges. Cupboard locks as above specified, and two shelves in each, ½ inch thick.

The cupboards and dressers in each case to be fitted in every respect complete, both in finish and with all necessary furniture.

The living-room recesses, to be fitted with ¾ inch sideboards and cupboards, with ¾ inch deal wrought, and framed and beaded fronts, and ¾ inch doors, wrought, framed and square panelled, hung with 2 inch butt hinges, and cupboard locks; to have one ½ inch wrought shelf in each cupboard. The sideboard top to the cupboard to be 1 inch wrought, and with rounded edge in front.

Staircase.—The staircase to be a square flight to landings, and to have 1¼ inch wrought yellow deal strings; outside strings beaded both sides, with 1¼ inch treads and rounded nosings; and 1 inch risers, blocked and bracketed, and securely housed into the strings in a workmanlike manner; to have proper carriages, and well turned newel posts, 2½ inches square; treads to be 10 inches wide, and ¾ inch nosings; risers, 9½ inches.

The partition in the spandril framing, forming pantry within, to be 1¼ inch, framed and wrought, square panelled, and to have ¾ inch skirting at bottom, beaded at top, and 6 inches high, to correspond with the other skirting in passage; also proper skirtings to landings throughout. The landing on bedroom floor to correspond with bedroom skirtings, and beaded top on the inside string of stairs to correspond therewith.

A 1¼ inch wrought deal and beaded facia round well-hole of stairs, to receive ballusters, and properly mitred and scribed to floor. The whole flight to have ¾ inch square deal ballusters, 4½ inches from centre to centre; a plain wrought iron balluster corresponding with others, to be placed at angle of well-hole. Ovolo rounded deal handrail, 2 inches in diameter, to be fixed to stairs, morticed to newel post at bottom, and continued round well-hole of stairs, with mitred corner.

A man-hole to be placed in the ceiling of the staircase in each dwelling, 18 inches square, at a convenient place for ascending into the roof. The same to have a wrought ¾ inch trap door, ledged and beaded, hung on 2 inch butt hinges, with 1 inch wrought, rebated, and mitred frame.

In coal-houses and ash-pits, ¾ inch wrought ledged doors, to be hung on cross garnet hinges to frames 3 inches by 3 inches, wrought and rebated; that to coal-house to have strong 6 inch barrel bolt and staple; to ash-pits a chain and staple suitable as a fastener to each.

The privies to have 1 inch riser, and 1¼ inch seat, properly fixed to strong bearers and stanchions. The back-yard gates to be hung to pillars of rubble masonry in cement, and stuccoed as in case of buildings generally, as shown with strong hook and eye hinges; to be of wrought Memel 2 inches square, framed and rebated, with 1 inch wrought and beaded panels to the same; to have a moulded capping at top, with beaded and rebated edge at meeting joint. The hooks to be run with lead into Portland stone, inserted into the pillars, and the eyes to be strongly screwed to the doors. A strong 6 inch barrel bolt to be fitted to one of the doors at bottom, to be let vertically into a socket prepared in a stop stone sunk into the ground for that purpose; also to have Hobbs & Co.'s lever 6 inch morticed lock, and staples complete, of the value of 7 *s.* 6*d.*, fitted into doors. The gates in the front road to be hung to pillars as shown; to be of Memel, wrought, morticed and framed together; to have chamfered edges round. Large gate to be 7 feet 3 inches by 4 feet. Top rail to ditto, 3 inches by 3 inches; bottom rail, 4 inches by 3 inches; heel-posts, 5 inches by 3 inches; meeting posts, 3 inches by 3 inches; diagonals, 4 inches by 3 inches; vertical and horizontal bar, each 3 inches by 2 inches. Proper and strong wrought-iron straps and cross straps to be bolted to heel-posts and diagonal, and also to diagonal and lower rail, the same to be 1¾ inch by ⅜ inch, with proper screw-bolts and nuts, to bear the strains on the gate. The gate to be hung with hook and eye hinge, let into pillar screwed to heel-post, and pivoting bar at the bottom of heel-post, let into stone seating; also to be secured with strong 18 inch barrel bolt, staples, and fastenings complete.

The smaller gate will be of like character to the above, proportioned in the scantlings of parts to the smaller size of the gate.

The sliding doors to the coke-store to be of 2 inch Memel, wrought, framed, ledged, and braced as shown, and filled in with 1-inch wrought deal, ploughed, tongued, and beaded; these doors to have strong wrought guides at top on the inside, securely fixed to the wall, 4½ inches by 4 inches, and grooved to receive the doors. The bottom rails of doors will be framed to receive cast-iron carriages, and cast-iron friction rollers, 7 inches in diameter, 1 inch wide, there being two carriages and rollers to each door, and to run in a square grooved wrought-iron rail, the groove 1⅝ inch wide, and ½ inch deep. This rail to have proper flanges and bearings, and secured to a timber bearer 6 inches by 4 inches of the length of the guides, over; the rollers to have wrought-iron turned axles ¾ inch in diameter, properly keyed to the rollers, and made to fit into brass bushes fixed to the carriages, which are to be properly prepared to receive them. Two wrought-iron locking bolts, 3 feet long, 1¼ inch by ⅜ inch, with an eye and bolt at one end, and hook and eye at the other, by which the doors are to be secured and fastened.

Slating.—The roofs of buildings throughout (excepting the wash kitchens and privies) to be covered with the best Bangor or Delabole slates, or any other slates of equal quality to the above, of uniform colour, and strongest quality, of the size known as Duchess slating, 24 inches by 12 inches, and weighing not less than 6 lbs. each, after being squared; to be secured with two strong copper nails to each slate, laid to a 2½ inch lap; and the wash-kitchens, coal-houses, and privies to be covered with common scantle slate, laid on best hearth laths, and strong wood pins, to be carefully stopped at the ridges and sides with cement. The whole of the slating to be properly worked off at the eaves, hips, valleys, &c. The ridge of roofs to be covered with slate ridge without roll, and 16 inches in girt, properly prepared, and strongly screwed down to the boarding or battens, and well bedded in oil cement, and painted after being fixed.

Plastering.—The whole of the front and ends of the buildings, that is to say, front of dwellings and north end of the same, and so much of south end as is above engine-house, front of engine-house and coke-store, and end of coke-store, including all the outsides of the porches, the chimney-stacks up to bed of chimney-shafts, and chimney-shaft to boiler, to be stuccoed in cement, and properly jointed and coloured, to represent stonework.

The inside of the porches and entrance passages to be stuccoed with cement.

The ceilings of the whole of the rooms and passages of the dwellings, and against rafters of porches (excepting the wash-kitchens and coal-houses), to be lathed and plastered, rendered float, and set and fine whitened, and against the wood partitions to be lathed and plastered; and all the walls of the rooms, pantries, and staircases (excepting the wash kitchens and coal houses), and engine-room, to be plastered, rendered float, set and coloured. The ceilings of wash-kitchens, coal-houses, and privies, to be plastered against the pins of the slates between the rafters, with plaster of lime, sand, and a good proportion of hair; to be well pressed on over the heads of the slates, and cleaned off as it dries, and afterwards lime-whited.

The walls of the boiler-house and coke-store, the inside of wash-kitchens, coal-houses, and privies, to be twice lime-whited.

The joints of the masonry of the outside of the walls throughout the works, where not plastered, to be raked out, stopped, and properly pointed, and twice lime-whited; and the internal masonry, where not plastered, to have the joints properly stopped, previous to lime-whiting.

No. 8 terra cotta chimney-pots to be provided and fixed of the sizes and patterns shown; to be securely bedded on chimney shafts, in cement.

Glazing.—All the sashes (excepting to the wash-houses), are to be glazed with good seconds Newcastle glass, and the two upper panels of the front door inside porch, and two upper panels of the closet door in bedroom floor, to be also glazed with best crown glass, properly bedded and back puttied, the sashes being previously primed, and left clean, and free from any defects.

Ironwork.—Each chimney to have wrought-iron chimney-bar fixed at the opening, of the length required; to be 2½ inches by half an inch.

Three 4 inch rain-water down-pipes to be fixed at the back of the buildings, and one 2 inch rain-water pipe at wash-house, as shown, and made to communicate with drains leading to rain-water tank; also two 2½ inch rain-water down-pipes in front of buildings, as shown, with vertical pipes inserted within the cistern heads, the nozzles of which to rise above the level of bottom of launders, so as to receive the overflow only of the rain-water, which is thus to be allowed to escape in front into the waste drains.

Each down-pipe to have a suitable cistern head, with all necessary shoes, laps, joints, holdfasts, &c.

A wrought-iron grating to be fixed in each porch, with proper seating cut into floor to receive the same, and a channel formed underneath to communicate with surface drain outside; the grating to be of the dimensions shown; frame two inches by half an inch; cross-bar three quarters by three-eighths of an inch, morticed into frame.

A cooking apparatus, of approved kind and quality, and of the value of not less than 4 *l.*, to be provided and fixed in each kitchen, with all necessary fittings; proper register-stoves to be provided and fixed in the living-rooms; good ordinary cast-iron bedroom stoves to be provided and fixed in the bedrooms. A strong copper boiler 20 inches in diameter, to be provided to each wash-kitchen and fixed with the best fire and other bricks, and fire-grate bars.

Plumbing.—The lead flashings of the roofs throughout to be of the best milled lead, of weight 6 lbs. to the superficial foot, to be turned 6 inches over the slates each way, on the hips, and to be turned up 3 inches at the least at the angles and chimney shafts, and let into the stonework, and secured with holdfasts; cast-iron eaves gutters to be fixed, 3½ inches in diameter, to all the buildings, including wash-houses and coal-houses, supported by strong brackets, secured with screws, laid to a proper fall, and made to communicate with down-pipes. Three wrought-iron gratings to be fixed under down-pipes, with stone seating, and made to communicate with rain-water drains. A cast-iron stink-trap, with proper trap to communicate with waste drain, to be fixed under trough in each wash-house.

A 2 inch galvanized wrought-iron suction-pipe to be laid from the rain-water tank to two 2½ inch brass chamber lifting-pumps in the wash-kitchens, to be fixed and fitted up with proper ironwork and casing complete.

Painting.—The external wood and ironwork to have four good coats of best zinc paint, of

of white and common colours, as may be directed, mixed with oil, the woodwork being previously knotted. The front doors in porches to be grained wainscot on both sides, and twice varnished. All the internal woodwork to be stained and twice varnished, excepting the bedroom chimney-pieces, which are to have three coats of stone-colour paint, and twice varnished.

Magneto-Electric Light.—Start Point.

Specification of Tank at Spring Head, Conduit, Store-Reservoir, and Cast-Iron Main.

Tank at Spring Head.—The ground to be excavated for tank, as shown on Drawing No. 3, the bottom of which must be 308¾ feet above low-water ordinary spring tides.

Side walls to be of good sound rubble from stone of the district, in blue lias mortar, 18 inches thick, with wallstone facing, and coped with slate slab 14 inches wide, chisel dressed and sawn joints; thickness of coping and newel caps, *see* Drawing No. 3.

Arch to be brickwork, in two 4½ inch rings, in blue lias mortar; bricks to be of the best description, new, hard-burnt, sound, and fit for water work. A layer of puddle to bottom of tank 10 inches thick, well cut, tempered, and worked and covered with 2-inch slate paving. A cast-iron grate, 12 inches square, fixed in wall for water passage; a strainer of Muntz's patent metal, $\frac{3}{16}$ inch in diameter, pierced with sufficient $\frac{3}{16}$ inch holes, to give an area of 20 superficial inches to be fixed over inlet. A 3-inch cast-iron stop-valve, with brass facing and handle complete; an opening to be cut through the arch 2 feet square (for access to valve), with 14 inch coping rebated, for door. Door to be of 1½ inch Memel board, framed and hung; to have Hobbs' patent lever, 2½ inch brass padlock, value 10 *s.*, and fastenings, all complete; and three coats of lead-color paint; one 9 feet length of 4 inches diameter cast-iron pipe, to be connected with and lead from valve through side walls of tank, the whole to be sloped to form, as shown on Drawing No. 3, and trimmed off and covered with soil.

Conduit.—A line of stoneware pipes, about 3,100 feet in length, is to be laid from Spring Head tank to reservoirs, to be 4 inches internal diameter, well burnt, glazed, well shaped, and of uniform thickness, to be laid with a regular fall of 6 feet 3 inches from Spring Head to reservoir, properly bedded and jointed with Portland cement mixed with two parts of sand; top of pipes to be not less than 18 inches below surface of ground. Trench to be filled in, well punned, and all superfluous material removed, if so directed.

Store Reservoir.—To be excavated in rock, 80 feet long and 20 feet wide, as shown on Drawings Nos. 1 and 3. Level of bottom to be 287 feet above low-water ordinary spring tides; sides to be picked off to a uniform surface, and batter with a drop towards mud-hole, of 3 inches. Mud-hole to be 6 feet square and 16 inches deep; all fissures and flaws to be properly cleared out, cemented up with Portland cement and sand in equal proportions. Steps to be cut out of rock, as shown on Drawing No. 3.

Arch to be of stone of the district, 18 inches thick, set in Portland cement, with three parts of sand to one of cement, springing to be formed in the rock; underside of arch and inside of end walls to be thoroughly well floated with Portland cement and sand, in equal proportions. End walls to be of rubble, in cement, one part cement to three parts sand, to the dimensions shown on Drawing No. 3.

Retaining wall, top of steps, to be of rubble, in mortar, 2 feet thick, with wallstone facing, and coped with stone 6 inches thick and 14 inches wide.

Curb round well-hole to be of Plymouth limestone, 16 inches wide and 7 inches thick, neatly dressed and rebated, to a depth of 2 inches, to receive door.

Door to be of 2 inch Memel board, framed, 6 feet 6 inches long, and 3 feet wide, properly hung, with bands, crooks, and fastened with Hobbs and Co.'s lever brass padlock, value 10 *s.*, staple, &c., and to have three coats of stone-colour paint.

Overflow pipe, as shown on Drawing No. 3, to be 6 inches in diameter, of glazed stoneware (about 30 feet lineal), with cement joints, and to have a fall of not less than 12 inches in the whole length. Trench to be filled in, and well punned.

The whole to be covered with small rubble stone to a depth of not less than 12 inches thick over crown of arch; with slopes duly formed to an angle of two horizontal to one vertical, and upon that a layer of soil 10 inches thick, neatly trimmed and plentifully sown with seeds of trefoil and rye-grass.

All superfluous materials to be deposited where directed.

Cast-iron Main.—A line of cast-iron socket-pipes leading from store-reservoir to engine house, about 667 yards in length; each pipe to lay 9 feet, and internal diameter 3 inches, weighing from 104 to 112 lbs.; to have a coating inside and outside of asphalte, and proved to a pressure equal to a column of water 300 feet high. The joints to be properly made with white yarn and good soft lead, and properly caulked, and left in perfect condition and working order; the quantity of lead in each joint to be not less than 1¾ lbs. A strainer of Muntz's patent yellow metal, pierced with sufficient $\frac{3}{16}$ inch holes to give an area of 10 superficial inches, to be fixed over outlet pipe from reservoir. A 3 inch stop-valve, with brass facing, to be fixed near reservoir, with valve-pit door, and all complete. Great care

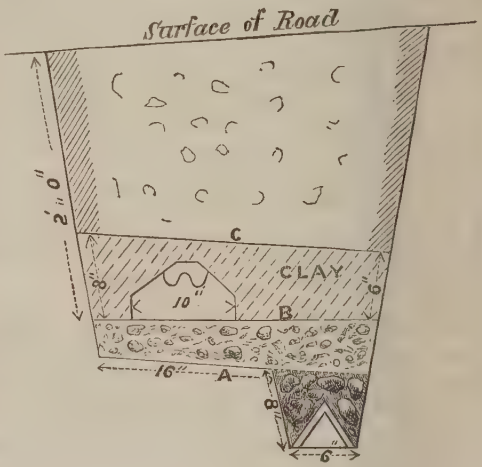
care must be taken in laying the pipes, so that they may be firmly bedded throughout their whole length; the top side of the pipe to be not less than 18 inches under the surface of the ground. Where the main runs along the road leading to the lighthouse, a uniform line must be kept, and when there is not sufficient covering to the rock, the trench must be cut or formed in the bank, and filled in and dressed off to a slope of not less than one and a-half horizontal to one vertical. Care must be taken in filling in all trenches, that the material be well punned, and the surface of the ground left smooth and uniform.

All spare material to be deposited where directed.

The pipes, when laid, are to be subject to any fair and reasonable test which the engineer may require, before the trench is filled, and the defects, if any, to be made good, in such manner as may be directed, and to the satisfaction of the engineer. The pipe to be laid through the wall of the boiler-house and into the tank between the boilers, with a branch to the condenser, as shown on the drawings.

Trench, &c. for Conducting Wires.

From the magneto-electric machines to the lighthouse a trench is to be formed on the line marked C D on Drawing No. 2. This trench is to be formed by excavating the ground, as in sketch opposite.



In the bottom of the side channel a drain is to be formed by laying two flat stones in ridge form, as shown; the upper part of the side channel, to the level of A, is to be filled in with rubble stone from 3 inches to 4 inches in the largest dimensions. From A to B, a depth of 4 inches, is to be filled in with round shingle, from 1 inch to 1½ inches in diameter, when the wires will be laid in the stoneware chairs, and embedded in asphalte. The chairs, saddles, and fixings will be a matter of special contract, otherwise provided for.

After the wires have been fixed, and when directed or permitted, the contractors must fill in the trench to the level of C with stiff clay, worked and tempered so as to form a water-tight stratum, without disturbing the chairs. Above this clay the trench is to be filled with soil to such level as may be necessary to receive the road metalling, previously removed; and this metalling must be restored to the same level as before the excavation of the trench.

MAGNETO-ELECTRIC LIGHT.—START POINT.

SPECIFICATION of Alteration to Watch-Room Floor, &c., to form New Bay Lantern, to receive Magneto-Electric Lamps at Start Point Lighthouse, as shown on Drawings Nos. 8 and 9.

Remove stone work for a width of 2 feet 3 inches, in the position shown on Drawing No. 8, from below watch-room floor to the level of the underside of corbel, and make good the opening with masonry of same character as internal walls of lighthouse; provide and insert two cast-iron girders, as shown under lower corbels.

Provide and fix two cast-iron girders to support new lantern, as and where shown on drawings, with cross girder and bracket on either side of same, and hollow stays and tie bolts, as shown on half-transverse section. The inner ends of these girders to pass through wall of tower, and across well-hole of stairs, and secured at the back of the wall under stairs by keys against the washer-plate, as shown. A similar washer-plate to be fixed against inside of main wall of tower by lewis bolts run with lead.

The well-hole of the stairs leading from watch-room to floor below to be covered, to the extent and in the manner shown, with a flooring of Norway yellow deals, 1¼ inch thick.

Remove so much as may be necessary to form entrance through partition wall of present staircase leading up from floor below watch room; insert small cast-iron girder over this entrance and under arched floor to watch room. Draw three steps marked *a*, *b*, *c*, on Drawing No. 8, and fix five winders of wood in lieu of same. Provide and fix three wood steps leading from floor below watch-room to new entrance to stairs above described, as shown upon drawing.

A cast iron floor plate to be provided and fixed with screws within the new lantern.

A frame of malleable cast iron to be provided and fixed around the opening through the main wall of the tower, of the form and dimension shown on the drawings.

The lantern to be formed by a lower, middle, and upper panel of malleable cast iron, properly secured to the frame around the opening previously described. Intermediately between each of these panels, and next to the frame, there is to be an intermediate panel of malleable

malleable cast iron; these latter will stop at the back of the plates of glass forming the portion of the lantern through which the light will be transmitted. The two lowermost of these panels on one side of the lantern to be made to receive a small door, also of malleable cast iron, to give access to gallery.

The frame of the roof of the new lantern to be formed of wrought T iron, curved, as shown, and covered with corrugated, tinned, and galvanized iron, according to Morewood and Roger's patent, with proper eaves gutter to same.

The spaces between the lower, middle, and upper panels to be glazed with ⅝ in. thick best colourless plate glass, of quality used for lighthouse purposes, moulded to form; provide one spare plate of this glass, to be kept in reserve.

Provide, fit, and fix cast-iron perforated floor-plate, to form small gallery around new lantern, with bars and hand rail to same. A sliding door to be provided and hung on rollers on the inside of the opening through wall of tower, as shown on Plan Drawing No. 8; this door is provided for closing the opening at any time, if required.

Provide and fit and fix two thoroughly seasoned mahogany floor blocks; these floor blocks to be clamped, and to have brass tubular rails to act as conductors and for traversing the lamps.

Provide and fix two sets of four small cast-iron pillars, with hollow studs at top of each; these studs to be tapped with female screws for attachment to brass base plate of lens frame.

Provide and fix two small revolving shunting tables for receiving and changing the lamps.

All ironwork to be painted four coats in best white zinc paint.

Provide and fix horizontal and vertical shafts, with proper bracket carriages for same, as shown, the bearings in which are to be brass bushed and truly bored, the shafts to be of Lowmoor iron, with bearings truly turned, and gear wheels of malleable cast iron, pitched and trimmed to work with perfect smoothness and accuracy.

The horizontal bevel pinion, shown on the present vertical shaft of the existing revolving gear is to be made to slide up and down sufficiently to admit of its being put into or out of gear as may be required. The vertical shaft in the new lantern to be made hollow, so as to admit of a shaft sliding up and down within it, in order that the pinions for turning the flashing apparatus to the top and bottom lamps may be thrown into and out of gear alternately as may be required; these are to be so arranged that one pinion shall have entered into gear immediately before the other has been put out of gear, so that no interval or loss of time may occur in the periods between the flashes.

Provide and fix one of Wheatstone's Private Telegraphs from machine-room to lantern on watch room floor.

24th October 1864. *Jno. Coode.*

MAGNETO-ELECTRIC LIGHT.—START POINT.

(H. 5364.)

EXPLANATORY OBSERVATIONS and General Description of the arrangements proposed for the application of Professor Holmes' Magneto-Electric Machines and Light Apparatus at the Start Point Lighthouse.

The accompanying set of Drawings, numbered respectively from 1 to 10, and the specification, will show the nature, position, and arrangement of the proposed works in detail. The following is a general description or outline of the arrangements.

By reference to Drawings Nos. 1 and 2, it will be seen that the proposed buildings would be placed on the south side of the Trinity Roads, immediately to the eastward of the existing "Rain Catch." These buildings comprise an engine and boiler house, fuel store, and two dwellings, with the usual offices attached to each, as shown on Drawings Nos. 5, 6, and 7.

There will be two steam engines and two boilers, and two magneto-electric machines, only one engine, one boiler, and one magneto-electric machine being employed at the same time, the other engine, boiler, and machine being kept in reserve, but always ready for immediate use. After deducting the friction of the engine 2½d effective horse power will be sufficient to work each machine; it is proposed to adapt the engine to work at about four indicated horse power which will fully meet the requirements in this case.

The magneto-electric machines will be of the same description as those proposed for Portland.

The engines, boilers, and steam pipes will be so arranged that one boiler will generate sufficient steam for one engine, and either boiler will supply either engine, and either engine will work either machine.

Drawing No. 3 shows the details of the tank at the spring head, and the store reservoir; by means of this reservoir sufficient water will be obtained not only for the supply of the boilers, but also for condensing the exhaust steam for the greater portion of the year, even in dry seasons. The engine will have a surface condenser, supplied with water from the reservoir by simple gravitation as proposed at Portland.

The wires from the magneto-electric machines to the lighthouse will be insulated and laid in a trench in the same manner as proposed for Portland, and as described in the accompanying specification.

With regard to the power required for working the magneto-electric machines to be used at the Start Point Lighthouse (as compared with those at Dungeness) the same note will apply to the size of the coke store, &c., as in the case of Portland.

It is proposed to adapt the existing moving gear at the Start Point for the purpose of the flashing apparatus for the new light.

Drawing No. 10 shows the mode of causing the flashes of the magneto-electric light at the Start, by a set of vertical revolving, reflecting, and refracting prisms, similar in principle to the arrangement at Calais.

The horizontal divergence of the flash, according to the arrangement shown on the drawing, is 15 degrees; this may be modified if considered desirable. The duration of the flash to be 7½ seconds, and the number of flashes to be one per minute as at present.

The arrangement of the revolving gear, as designed, is such that no interval or loss of time can occur in the periods between the flashes when changing the lamps; as is described in the Specification.

When necessary to clean the glasses of the fixed lens and the prisms, the wheel plate which carries the vertical prisms would be raised clear of the lens by four suspending chains running over pulleys with balance weights attached. These chains would be hooked on to the wheel plate only when it might require to be lifted; the wheel plate would slide up and down a vertical guide-rod fitted for the purpose.

In order to provide for their ready removal in case of accident or otherwise, the revolving prisms are to be framed in three sets, each set being fixed into a segmental plate, on the underside of the wheel plate, as indicated on Drawing No. 10. According to this arrangement either set can readily be withdrawn by means of the dovetailed slides in the guide pieces, and replaced by a duplicate set kept in stock for the purpose.

21 October 1864. *Jno. Coode.*

(H. 5364.)

MAGNETO-ELECTRIC LIGHT.—PORTLAND.

SPECIFICATION of the several Works required to be done near the Portland Lighthouses, in the County of Dorset, in the erection of Engine and Boiler House, Chimney Shaft, Coke Store, and Engineers' Dwellings, with Back Offices, Fence Wall, &c., &c., together with the Excavations for sites of the said Buildings, and in altering the Main Road adjoining thereto, according to the accompanying Plans, Sections, and Drawings.

MATERIALS.

Purbeck Floors.—The Purbeck floors are to be of stone of good colour, free from veins or faults, properly dressed on the face, with even beds, joints straight and well tooled, and the whole laid truly on a bed of concrete.

Bricks.—The bricks are to be sound stock bricks well burnt and well shaped, and to ring well. The fire-bricks to be used are to be of best Staffordshire or other approved quality, clean and well made, hard, and of good colour, and well burnt.

Cement Mortar.—The cement to be used throughout is the best Portland Cement, weighing not less than 110 lbs. per bushel, to be mixed with clean and sharp sand; if from the sea-shore, to be thoroughly well washed with clean fresh water, in the proportion of one of cement to three of sand.

Lime Mortar.—Blue lias lime to be used throughout, and to be of equal quality to that of the best Aberthaw lime, to be used fresh from the kiln with clean and sharp sand, mixed in the proportion of one of lime and two of sand; to be slaked with as little water as possible (no salt water will be allowed to be used), and well beaten and tempered in a pug-mill or otherwise, so as to mix the lime thoroughly with the sand and to bring it to a proper consistency before being used.

Stucco.—To be of Portland cement and sand, as before described, in the proportion of one measure of cement to three of sand.

Concrete.—The lime concrete to be composed of hard gravel and clean sand as before described, and lime in the proportion of six of gravel and sand to one of lime. Where cement concrete is required, the proportions to be the same.

Portland Stone.—The Portland stone to be used in the work to be from the stratum known as "Whit bed," hard, durable, free from cracks, faults, or any defects, and of good colour throughout.

Timber.—The whole of the carpenter's work (excepting the sleepers and lintels) and all the external woodwork, to be of the best crown Memel fir, well seasoned, of good colour, free from sap, shakes, or large or loose knots, or any defects; the oak used to be sound and of English growth. The joiner's work (excepting where specified to the contrary) will be of the best Christiana yellow deals.

Excavation.—The excavations to be made according to the dimensions of the buildings and of the exact depths required.

The

The excavations for the footings of the walls to be made according to the several detail drawings given.

The whole of this work to be done in a careful manner, and finished off to a level and uniform surface, and all hollows which may be left to be filled in solid with concrete. The boiler-flue excavations, the ash-pits, rain-water tanks, rain-water drains, and waste drains, to be excavated in a like manner to the above, of the dimensions and forms shown. The drains to have a proper fall to carry off the water. All the earth excavations, levellings, &c., together with all the rubbish arising during the progress and finishing of the buildings, to be removed to such place or places as shall be fixed upon, the distance not to exceed 200 yards. The spaces left between the sides of the excavations for the footings of the walls, and the masonry, to be filled in solid with concrete, and thus to be made good after the walls have been brought up. On completion of the buildings the ground around the same to be left in a clean and proper state, and all rubbish and spare materials to be cleared away.

Masonry.—The footings and foundations of the walls to be built of good and sound stone taken from any local quarry; the stones are to be of proper sizes and carefully selected, good headers every five feet bonded through the thickness of the walls, good facing stones, and proper fillers, so that every stone shall have a fair bearing on its bed, and a proper bond, and the whole flushed solidly in mortar. The walls to be built of the several heights and thicknesses shown on the drawings, leaving the several apertures also shown therein and the external faces where specified properly dressed off to be stuccoed.

The quoins are to be laid header and stretcher, to all angles, and door and window openings. At 3 inches above the ground line throughout, a layer of asphalte, ½ inch thick, is to be laid on the walls of the several main buildings, and of their respective widths, to prevent the damp from ascending through the walls. The external arches are to be turned with bricks and set in cement, and of the depth and thickness shown; also arches over chimney openings and internal arches to be turned with bricks and set in mortar. A 3 inch earthenware pipe is to be inserted at intervals through the thickness of the walls of dwellings where shown for ventilation. The flues to be properly gathered and pargetted and left 10 inches in diameter in the clear. The chimney-stacks to dwellings to be built the same as the walls. The whole of the walls to be carried up in a substantial and a workmanlike manner; no part of the same to be raised more than four feet above the other, but the whole of the walls to be carried up with an equal rate of progress. All plates, bond timbers, lintels, and wood bricks to be inserted as the work proceeds. The pedestal of the chimney-shaft to receive the flue leading from the boiler, to be carried up with masonry laid in cement, as far as the base of the shaft. The shaft to be carried up in brickwork, set in cement, with panelled faces. The capping and string course at the top to be of good sound bricks, moulded or neatly cut to the prescribed form and sizes. The brickwork in fire-place to boilers, and in flues around and under same, to be of fire-bricks set in fire-clay; the remainder of the fire-bricks in boiler-flues, brick-archings, &c., to be set in cement, and to be of the best description of work, and in all respects suitable to the uses intended. A 9 inch dead arch to be built into the wall of the boiler-house of bricks set in cement, and of the dimensions shown, with quoins inserted to receive and support the same, so that the intermediate masonry can be taken out for the purpose of removing the boilers when necessary.

The sides and bottom of the rain-water tank to be of masonry, the bottom laid with 3 inch slabs, and the side-walls 15 inches thick, and of the required height. To be lined and floated with cement, in equal proportions of cement and sand. The waste drain to be formed of 9 inch stoneware pipes laid truly. The rain-water drains and overflow pipe to be formed of 4 inch stoneware pipes, and to the required fall, the joints sealed over with cement, mixed without sand, with proper traps, bends, and junctions. The rain-water tank to be covered with *stone landings*, not less than 3 inches thick, set in mortar, and the whole to be properly secured before the gravel is laid on.

Fence Wall.—A fence wall to be carried round the site of the buildings, as shown in Drawing No. 1; to be built in the same manner as the walls of the buildings, to have a semi-circular coping of the same stone as the walls, rough dressed, and entirely of through stones. To be 4 feet in height to the top of the coping and 15 inches thick.

Paving.—The inner and outer hearth-stones throughout to be of sound Portland stone and of good colour; to be not less than 2½ inches thick, properly rubbed, squared, and set in mortar, and laid fair with the flooring. The engine-room, boiler-house, porches, passages, and parts of kitchens (coloured dark on the drawing), and wash-kitchens to have Purbeck stone floors not less than 2½ inches thick, laid on lime concrete, averaging 6 inches thick, excepting the parts of the kitchen floors mentioned, which are not to be laid on concrete.

The floors of the coke-store, coal-houses, and privies, to be formed of cement concrete, and the whole laid truly and finished to a fair and even surface, and not less than six inches thick in the coke-store and coal-houses, and 2½ inches thick in the privies. The back yard and spaces between the road and fronts of the buildings to be covered with two coats of good and hard gravel and sand; the first coat to be laid on mixed with lime siftings in equal proportions, and the whole well worked and concreted together, after which the second coat of fine clean gravel and sand to be laid on and left by the contractor in a satisfactory condition.

The front window sills to be of the best *Portland stone*, 9 inches by 5 inches, properly

weathered, as shown, and throated, to be worked to a clean face, and sharp arrises all round, and to be 6 inches longer than the opening at each end. The wash-kitchens' window-sills to be of Portland stone, 7 inches by 3 inches, squared, and rubbed, and weathered, and 2 inches longer at each end than the opening.

The door sills to be of Portland stone, 8 inches by 4 inches wherever required, dressed to a fair face on riser and tread, and the ends morticed to receive door frames.

The chimney-pieces to kitchens and living rooms to be of Portland slabs half inch thick, properly rubbed and squared, blocked and fixed with copper cramps. The mantels to be 9 inches wide, jambs 8 inches, and shelves 12 inches; to the bedrooms there will be wood chimney-pieces, mantel and jambs 6 inches wide, 1 inch thick, shelves 8 inches wide, and 1 inch thick.

The walls are to be coped with Portland stone where shown on drawings, and the gate pillars to be capped with the same. The coping to be 2½ inches thick, properly tooled and squared and set in mortar, with a drip on each side of 1½ inches. The caps to be 3 inches thick, and the weathering of same to be 2 inches deep, and to have also a drip of 1½ inches around. The troughs to kitchens to be of Purbeck stone of the dimensions shown, and 6 inches inside depth; to be let into and supported by walls; to be properly tooled, dished out, and a socket chiselled therein to receive a roseheaded washer for outlet pipe.

The washhouses and privies to have cement skirtings 6 inches high.

Carpenter's and Joiner's Work.

Roofing.—The principals of roof over engine and boiler house, and coke-store, are to be framed, and of the distances apart as shown, and the roof to be framed of timbers of the following scantlings when wrought:

Principal rafter	8	inches	by 3 inches.
Tie beam	9	„	by 3 „
King post	7	„	by 3 „
Struts	4½	„	by 3 „
Pole plates	5	„	by 4 „
Purlins	5	„	by 3½ „
Ridge piece	7	„	by 3 „
Rafters	3	„	by 2½ „
Wall plates	6	„	by 4 „

Boarding for slates, 1 inch thick.

The whole of this roofing is to be properly squared, morticed, and framed together in a workmanlike manner; to be wrought on the side seen from within (excepting the roof over coke-store, which is not to be wrought), and the boarding for slates to be laid diagonally as shown.

The roof over the dwellings to be framed as shown, and of the following scantlings:—

Rafters (15 inches from centre to centre)	4½	inches	by 2½ inches.
Collar beams	5	„	by 2½ „
Struts	3	„	by 2½ „
Ridge piece	7	„	by 2 „
Trimmers round chimneys to receive rafters	5	„	by 2½ „
Ceiling joists (15 inches from centre to centre)	3	„	by 2 „
Wall plates	5	„	by 4 „
Battens to receive duchess slates	2¼	„	by ¾ „
Rafters to wash kitchen roofs, 15 inches apart from centre to centre	5	„	by 2½ „
Wall plates	5	„	by 4 „

The plates are to be dovetailed, lapped at the angles and joinings, strongly nailed, and continued round the buildings, and returned upon the cross walls.

The ventilators to roofs over boiler-house and coke-store to be where shown, and to have a clear opening of ten inches, including louvre boards, louvre boards to be half-inch thick; standards 3 inches by three inches, halved into principal rafters, and supporting a top rail 4 inches by 3 inches. The roof over ventilators to have open slating properly secured to battens. The ends of the louvre openings to have ¾ inch weather-boarding, as shown.

The lean-to roofs to privies and roofs to porches to have rafters 2½ inches by 2 inches. Wall plates, 4 inches by 2 inches. The rafters to be 15 inches apart from centre to centre, properly shod and nailed to plates. Ridge piece, 4 inches by 2 inches.

The framed partitions between passages and living rooms to be 4 inches thick. Strong stanchions, diagonal stays and bars 4 inches by 2½ inches, and 18 inches apart, to be properly framed and fixed and floor joists notched on them. The partitions between closets and staircases to be 3 inches by 2½ inches thick, with diagonal stays and bars, as before.

The joists of floors to bedrooms to be 8 inches by 3 inches, and 15 inches from centre to centre, laid on plates 4 inches by 3 inches, with proper herring-bond; and strong trimmers to fire-places and well-hole of stairs. The joists of ground floor to dwellings to be 15 inches apart, of pitch pine, 6 inches by 3 inches, bedded upon dwarf walls, and laid upon strong plates.

The inner lintels over the principal doors and window openings to be of English oak, 6 inches thick, and to have a clear bearing of 9 inches upon the walls at each end; and also oak lintels over every opening where required, and to have 1 inch in thickness for every foot of opening. Wood bricks are to be built into the walls where required.

The

The frieze to eaves of roofs of engine and boiler house, coke store, and main roof of dwellings to be of inch wrought deal, properly mitred at angles, with proper backings and framed grounds.

Flooring.—The floors of living rooms, bedrooms, staircases, closets, and parts of kitchens shown are to be of 1¼ inch yellow deal wrought laid folding, with mitred borders round hearthstones, well and sufficiently nailed to joists.

Skirtings.—The skirtings to the above and to porches to be inch-wrought yellow deal, beaded at top, 6 inches high, with proper grounds. A ¾ inch deal-beaded chair rail to be inserted, 3 inches wide, round living rooms and kitchens.

Windows.—The windows to dwellings and back windows to engine room, front porch window, to have proper 1-inch deal cased wrought and beaded frames to receive 2-inch deal ovolo sashes, double hung with patent lines, iron weights, and strong brass cased pulleys, and proper sash fastenings complete. The porch side windows and wash-kitchen windows are to have solid frames 3 inches by 3 inches, and sashes half inch, similar to the above, but not to be hung. The wash-kitchen sashes to be covered with wire gauze. All the windows to have solid oak sills, 3 inches thick, weathered and fairly bedded on the stone sill. A copper tongue to be inserted into the middle of the oak and stone sills of the front windows throughout, and in the windows of the porches, to run through the length of the oak sill; the tongue to be 1½ inches wide, and ¼ inch thick.

The windows to engine room and boiler house to have solid frames 4 inches by 3 inches, with semi-circular heads, wrought, rebated, and beaded to receive 2½ inch deal ovolo sashes. The top part of the square portion of the sash is to be hung on a swing centre, top and bottom bars of which to be rebated and fitted to make proper meeting joints, and sides to have proper fillets for stops, strong-turned steel axles with proper bearings to be screwed to the sash and sockets in the frame, inserted to correspond with and to receive them; the whole made to swing freely without jarring. Proper hooks and patent cord and pulleys to be provided and fixed for opening and closing.

The semi-circular ventilators and lights to coke-store to be wrought and framed and beaded 3 inches by 3 inches, and let into frames 5 inches by 4 inches, wrought, rebated, and beaded; the louvre boards to be 3 inches by 1 inch, with ¾ inch fillets.

Window Shutters.—The windows to living rooms and kitchens to be fitted with 1¼ inch yellow deal square-panelled sliding shutters, hung the same as sashes, with brass pulleys, weights, patent lines, and fastenings complete. To have inch deal framed fronts, bead flush panels, with proper lining and architrave around. To have ½ inch beaded skirting at bottom and around window recess to correspond with skirting in same rooms. To have ½ inch beaded flaps over shutter housings, with brass hinges and sunk ring complete.

All the windows to have angle beading to the splays, and to have proper beadings where necessary at all other places as stops to plastering. The bedroom and engine and boiler house windows to have 1¼ inch wrought window boards, with rounded edges. The porch windows to have 1 inch deal wrought grounds, and soffit and window boards with rounded edges.

The internal doorways, that is to front entrances inside porch, to kitchens, to living rooms, to bedrooms, to pantry under stairs, and to closets adjoining bedrooms, are to have 1¼ inch yellow deal wrought double rebated and beaded jamb linings, and 1 inch wrought and framed grounds, 4 inches wide on both sides of wall, with proper architrave around, and to have 1⅛ inch yellow deal square, 4 panelled doors, hung with 3 inch butt hinges, with Hobbs & Co.'s 6 inch iron rim lock and brass handles to each door, of the value of 8 *s.* 6 *d.* each. The external doorways that is to front entrances in all the porches. Front entrance to engine-room, back entrance to boiler house, passage back entrances; inner and outer entrances to wash-kitchens are to have Memel door frames, 4 inches by 4 inches, wrought framed and beaded, and tenoned into stone steps. The porch doors and entrance to engine room to have 2 inch Memel deal wrought square 4 panelled doors, the bottom panels of which to be bead flush-panels to be 1 inch thick; all the remaining doors to be 1½ inch square, and 4 panelled. The entrance door inside porch to have the two upper panels glazed. A ¾ inch 2 panelled bead flush-framed shutter to be prepared and fitted to the glazed panels, and secured on and shifted off by means of brass screws and sockets. The entrance to coal-house and privies to have Memel door frames, framed 4 inches by 3 inches, and wrought and tenoned into stone steps, and to have proper ¾ inch wrought tongued and beaded deal doors ledged, hung with cross garnet hinges and Norfolk latch and catch, with one 6 inch barrel bolt to each door. The porch doors to be hung with 1½ pairs of 3 inch butt hinges, to have Hobbs & Co.'s strong 8 inch drawback iron rim lock, with box staples of the value of 23 *s.* each, and two ½ inch barrel bolts, 12 inches long. The front entrance door inside porches and front entrance door to engine room to be hung with one pair of 3½ inch butt hinges, and to have 8 inch iron rim brass handled lock, with box staples to each door, and two ½ inch barrel bolts, 10 inches long, with staple sand plates complete for top and bottom of doors. The back entrance door to boiler house, passage and back entrance doors in dwellings to be hung with 1 pair 3½ inch butt hinges, and to have a 9 inch iron spring stock lock, with staples complete, to each door, also two 10 inch barrel bolts and staples to each door.

The outer and inner doors to wash-kitchens to be hung with 1 pair 3-inch butt hinges, to have two 10-inch barrel bolts and staples to each door, with Norfolk latch and catch to each door also.

Angle closets are to be fitted in all the bedrooms where shown to have 1¼ inch deal-framed fronts and architrave round, and 1¼ inch doors hung with 2½ inch butt hinges, and Hobbs' & Co.'s lever cupboard lock to each door, of the value of 2 *s.* 6 *d.* each. The front of each closet having shelves to have two larger and two smaller doors, wrought and square-framed and panelled; one closet in each bedroom to be fitted with three shelves of inch wrought deal, and one closet in each bedroom to be fitted with strong wrought woodrail and cast-iron pins for hanging. The pantry under stairs to be fitted with two rows of inch-wrought deal shelves to extend underneath the stairs, with proper brackets and bearers.

In the kitchens, the recesses are to be fitted with a cupboard and a dresser to one recess, and drawers and dresser in the other recess, to be wrought and framed, with 1¼ inch sides, ¾ inch backs, plateholders ¾ inch; 1-inch tops to cupboards and drawer-fronts, with rounded edges; 1 inch fronts and ¾ inch doors to cupboards, wrought-framed and square-panelled, to be hung with 2 inch butt hinges. Cupboard locks, as above specified, and two shelves, in each, ⅞ inch thick. The cupboards and dressers in each case to be fitted in every respect complete, both in finish, and with all necessary furniture. The living room recesses to be fitted with ¾ inch sideboards, and cupboards with ¾ inch deal, wrought and framed, and beaded fronts, and ¾ inch doors, wrought-framed and square-panelled, hung with 2 inch butt hinges, and cupboard locks; to have one ⅞ inch wrought shelf in each cupboard, the sideboard top to the cupboard to be 1 inch wrought, and with rounded edge in front.

Staircase.—The staircase to be a square flight to landings, and to have 1¼ inch wrought yellow deal strings, outside string beaded both sides with 1¼ inch treads, and rounded nosings, and 1 inch risers, blocked and bracketted, and securely housed into the strings in a workmanlike manner, to have proper carriages and well-turned Newell-posts, 2½ inches square; beads to be 10 inches wide, and ¾ inch nosings; risers, 9½ inches.

The partition in the spandril framing forming pantry within, to be 1¼ inch framed and wrought square panelled, and to have ¾ inch skirting at bottom, beaded at top, and 6 inches high, to correspond with the other skirting in passage; also, proper skirtings to landings throughout the landing on bedroom floor to correspond with bedroom skirtings, and beaded top on the inside string of stairs to correspond therewith.

A 1¼ inch wrought deal and beaded fascia round well-hole of stairs, to receive ballusters, and properly-mitred and scribed to floor. The whole flight to have ¾-inch square deal ballusters, 4½ inches from centre to centre. A plain wrought-iron balluster, corresponding with others, to be placed at angle of well-hole. Ovolo-rounded deal handrail, 2½ inches in diameter, to be fixed to stairs, morticed to Newell-post at bottom, and continued round well-hole of stairs, with mitred corner.

A manhole is to be placed in the ceiling of the staircase, in each ceiling 18 inches square, at a convenient place for ascending into the roof. The same to have a wrought ¾ inch trap door, ledged and beaded, hung on 2 inch butt hinges, with 1 inch wrought, rebated and mitred frame.

In coal house and ash-pits, ¾ inch wrought ledged doors to be hung on cross-garnet hinges to frames, 3 inches by 3 inches, wrought and rebated, that to coal house to have strong 6 inch barrel bolt and staple to ashpits. A chain and staple suitable, as a fastener to each. The privies to have 1 inch riser and 1¼ inch seat, properly fixed to joint bearers and stanchions. The backyard gates to be hung to pillars of rubble masonry, in cement, and stuccoed as in case of buildings generally, as shown, with strong hook-and-eye hinges; to be of wrought Memel, 2 inches square-framed and rebated with 1 inch wrought and beaded panels to the same; to have a moulded capping at top, with beaded and rebated edge at meeting joint. The hooks to be run with lead into Portland stone, inserted into the pillars, and the eyes to be strongly screwed to the doors. A strong 6 inch barrel-bolt to be fitted to one of the doors at bottom, to be let vertically into a socket prepared in a stop stone sunk into the ground for that purpose; also to have a Hobbs & Co.'s lever 6 inch morticed lock and staple complete, of the value of 7 *s.* 6 *d.*, fitted into doors.

The sliding doors to the coke-store to be of 2 inch Memel, wrought framed, ledged, and braced as shown, and filled in with 1 inch wrought deal, ploughed, tongued, and beaded; these doors to have strong wrought guides at top, on the inside, securely fixed to the wall, 4½ inches by 4 inches, and grooved to receive the doors. The bottom rails of doors will be framed to receive cast-iron carriages and cast-iron friction rollers, 7 inches in diameter, 1 inch wide, there being two carriages and rollers to each door, and to run in a square grooved wrought-iron rail, the groove 1⅛ inch wide, and ½ inch deep; this rail to have proper flanges and bearings, and secured to a timber bearer 6 inches by 4 inches, of the length of the guides over the rollers, to have wrought-iron turned axles ¾ inch in diameter, properly keyed to the rollers, and made to fit into brass bushes fixed to the carriages, which are to be properly prepared to receive them. Two wrought-iron locking bars, 3 feet long, 1½ inches by ⅝ inch, with an eye and bolt at one end, and hook-and-eye at the other, by which the doors are to be secured and fastened.

Slating.—The roofs of the buildings throughout (excepting the wash-kitchens, and privies) to be covered with the best Bangor or Delabole slates, or any other slates of equal quality to the above, of uniform colour and strongest quality, of the size known as Duchess slating, 24 inches by 12 inches, and weighing not less than 6 lbs. each after being squared, to be secured with two strong copper nails to each slate, laid to a 2½ inch lap, and the wash-kitchens, coal-houses, and privies, to be covered with common scantle slate, laid on best heart laths, and strong wood pins; to be carefully stopped at the ridges and sides with cement; the whole of the slating to be properly worked off at the eaves, gables, &c. The ridge

ridge of roof to be covered with slate ridge, without roll, and 16 inches in girt, properly prepared and strongly screwed down to the boarding, or battens, and well bedded in oil cement, and painted after being fixed.

Plastering.—The whole of the front and ends of the buildings, that is to say, front of dwellings, and north end of the same, and so much of south end as is above engine-house, the front of engine-house and coke-store, and end of coke-store, including all the outsides of the porches, the chimney bases up to bed of chimney shafts, and pedestal of chimney shaft to boiler, up to commencement of brickwork, to be stuccoed in cement, and properly jointed and coloured, to represent stonework.

The inside of the porches and entrance passages and staircase to be stuccoed with cement.

The ceilings of the whole of the rooms and passages of the dwellings, and against rafters of porches (excepting the wash-kitchens and coal-houses) to be lathed and plastered, rendered float and set, and fine whitened, and against the wood partitions to be lathed and plastered, and all the walls of the rooms, pantries, and staircases (excepting the wash-kitchens and coal-houses) and engine-room to be plastered, rendered float set and coloured. The ceilings of wash-kitchens, coal-houses, and privies to be plastered against the pins of the slates between the rafters, with plaster of lime, sand, and a good proportion of hair, to be well pressed on over the heads of the slates, and cleaned off as it dries, and afterwards lime-whitened. The walls of the boiler-house and coke-store, the inside of wash-kitchens, coal-houses, and privies to be twice lime-whited.

The joints of the masonry of the outside of the walls throughout the works where not plastered, to be raked out, stopped, and properly pointed, and twice lime-whited, and the internal masonry, where not plastered, to have the joints properly stopped previous to lime-whiting.

No. 8. Terra-cotta chimney pots to be provided and fixed, of the sizes and patterns shown, to be securely bedded on chimney shafts in cement.

Glazing.—All the sashes (excepting to the washhouses) are to be glazed with good seconds Newcastle glass, and the two upper panels of the front door, inside porch, and two upper panels of the closet-door in bedroom floor to be also glazed with best crown glass, properly bedded and back puttied, the sashes being previously primed and left clean and free from any defects.

Ironwork.—Each chimney to have wrought-iron chimney bar fixed at the opening, of the length required, to be 2½ inches by ½ an inch.

Three 4 inch rain-water down pipes to be fixed at the back of the buildings, and one 2 inch rain-water pipe at washhouse, as shown, and made to communicate with drains leading to rain-water tank; also two 2½ inch rain-water down pipes in front of buildings, as shown.

Each down pipe to have a suitable cistern head, with all necessary shoes, laps, joints, holdfasts, &c.

A wrought-iron grating to be fixed in each porch, with proper seating cut into floor to receive the same, and a channel formed underneath to communicate with surface drain outside, the grating to be of the dimensions shown, frame 2 inches by ½ inch, cross bars ¾ inch by ⅜ inch morticed into frame.

A cooking apparatus of approved kind and quality, and of the value of not less than 4 *l.*, to be provided and fixed in each kitchen, with all necessary fittings; proper register stoves to be provided and fixed in the living-rooms; good ordinary cast-iron bedroom stoves to be provided and fixed in the bedrooms.

A strong copper-boiler, 20 inches in diameter, to be provided to each wash kitchen, and fixed with the best fire and other bricks and fire-grate bars.

Plumbing.—The lead flashings of the roofs throughout to be of the best milled lead, of weight 6 lbs. to the superficial foot, to lie 6 inches over the slates, and to be turned up 3 inches at the least at the angles and chimney shafts, and let into the stonework, and secured with holdfasts, cast-iron eaves, gutters to be fixed 3½-inches in diameter to all the buildings, including washhouses and coalhouses, supported by strong brackets, secured with screws, laid to a proper fall, and made to communicate with down pipes. Three wrought-iron gratings to be fixed under down pipes, with stone seating, and made to communicate with rain-water drains. A cast-iron stink-trap to be fixed under trough, with proper trap to communicate with waste drain in each washhouse. A galvanised wrought-iron suction pipe to be laid from the rain-water tank to two 2½ inch brass chamber lifting pumps in the wash-kitchens, to be fixed and fitted up with proper ironwork and casing complete.

Painting.—The external wood and ironwork to have four good coats of best zinc paint of white and common colours, as may be directed, mixed with oil, the woodwork being previously knotted. The front doors in porches, and engine-house to be grained wainscot on both sides, and twice varnished.

All the internal woodwork to be stained and twice varnished, excepting the bedroom chimney-pieces, which are to have three coats of stone-colour paint, and twice varnished.

Magneto-Electric Light.—Portland.

Specification of Store Reservoirs at Coverwell and Cast-iron Main leading therefrom to Engine-house.

Upper Reservoir.

To be constructed on the site shown on drawings Nos. 1 and 2. To be constructed 100 feet long by 20 feet wide; level of bottom to be 110 feet above low-water ordinary spring tides.

Materials excavated to be deposited in the bank of lower service reservoir.

Side walls to be rubble, with wallstone facing, in hydraulic mortar, 2 feet 6 inches thick, inside batter, 1½ inch to 1 foot, and coped with ashlar, 2 feet wide by 18 inches thick, neatly and truly picked over, and internal top edge rounded off; to be backed up with puddle, 18 inches thick, well cut, and worked in place and ground, well punned at the back.

Mud-hole to be 7 feet square and 18 inches deep, with side walls, 18 inches thick, in hydraulic mortar, coped with ashlar, 16 inches wide, and 10 inches thick, picked over, as in case of reservoir coping.

Bottom of reservoir to have a coating of gravel puddle, 10 inches thick, in the proportion of one measure of gravel, free from soil or dirt, to five of clay; great care must be taken in selecting the clay for this puddle, which must be well cut and worked, the gravel and clay to be thoroughly incorporated.

Overflow pipe to be 6 inches in diameter, of glazed earthenware, about 28 feet in length, with cement joints; trench to be filled in and well punned.

Slopes to be dressed off to regular figures, as shown on Plan, No. 2.

Lower Reservoir.

To be in the position and of the form and dimensions, as shown in Drawings, Nos. 1 and 2, and level of bottom to be 102 feet above low water ordinary spring tides.

All the soil to be stripped from site of banks and carefully laid on one side; banks to be uniformly brought up, with a puddle wall in the centre the top of which must be not less than 3 feet wide, with a batter of 2 inches to 1 foot on each side, well cut and worked, and great care must be taken in effectually seating the bottom layers and in tying the courses together; no part of the bank to be brought up more than two feet in advance of the lowest part.

The slopes shall be duly formed to an angle of two horizontal to one vertical outside, and one and a half horizontal to one vertical inside, shall be dressed to a regular figure, and covered to a depth of 9 inches, with soil neatly trimmed and plentifully sown with seeds of trefoil and rye grass.

Overflow pipe (about 120 feet in length) same as high-service reservoir.

Cast-Iron Main.

A line of 3 inch cast-iron socket-pipes leading from higher service reservoir to engine-house, with a branch to lower reservoir, altogether about 700 yards in length, each pipe to lay nine feet long, and to be three inches internal diameter, weighing from 104 to 112 lbs.; to have a coating of asphalte, and proved to a pressure equal to a column of water 300 feet high; the joints to be properly made with white yarn and good soft lead, shall be properly caulked, and left in perfect condition and working order; the quantity of lead in each joint to be not less than 1¾ lbs.; care must be taken in keeping a uniform line, and in laying the pipes, so that they may be firmly bedded throughout the whole length, the top side of the pipe to be not less than 18 inches under the surface of the ground. The pipes, when laid, are to be subject to any fair and reasonable test which the engineer may require before the trench is filled in, and all defects made good in such manner as may be directed.

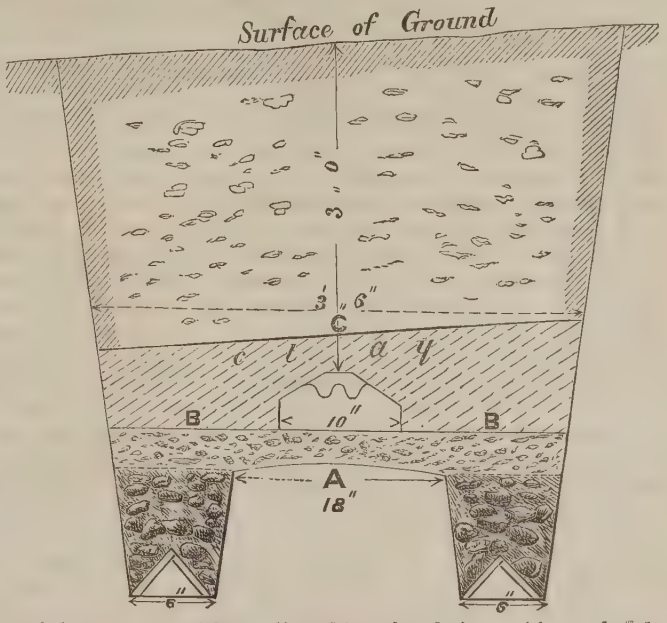
A 3 inch stop valve, with brass facing for each reservoir, to be fixed near the junctions of mains, with pit-door, and all complete; the valves must be fixed so that one pit will suffice for both valves. A strainer of Muntz's patent metal, 14 inches diameter, pierced with sufficient $\frac{3}{16}$ inch holes to give an area for water passage equal to not less than 20 superficial inches, shall be properly fixed in outlet pipe of each reservoir.

Care must be taken in filling in all trenches, that the material may be well punned, and the surface of the ground left smooth and uniform. The pipe to be laid through the wall of the boiler-house, into tank between boilers, and branch to condensers, as shown on drawings.

Trench,

Trench, &c. for Conducting Wires.

From the magneto-electric machines to each of the lighthouses a trench is to be formed, on the lines shown in Drawing No. 1. This trench is to be formed by excavating the ground, as on sketch opposite. In the bottom of each of the two side channels a rough drain is to be formed, by laying three flat stones in triangular form, as in sketch; the portion above this up to level of A. is to be filled in with rough rubble stone. From A. to B. is to be filled in with coarse shingle, when the wires will be laid in the stoneware chairs, and embedded in asphalte. The chairs, saddles, wires, and fixing, will be a matter of special contract, otherwise provided for.



After the wires have been fixed, and when so directed or permitted, the contractor must fill in the trench to the level of C. with stiff clay, worked and tempered so as to form a water-tight stratum, without disturbing the chairs. Above the clay the trench is to be filled in with soil up to the level of the present surface of ground.

MAGNETO-ELECTRIC LIGHT.—PORTLAND.

ALTERATIONS to High Lighthouse, necessary to form New Bay for Magneto-Electric Lamps, as shown on Drawing No. 6.

Provide and fix new handrail, and cut standards of gallery railing.

Provide and fix cast-iron pedestal and drill holes for bolts to same, and run bolts with lead, and fix pedestal to floor of present gallery, and also to pedestal of lantern.

Provide, fit, and fix malleable cast-iron floor plate, to form small additional gallery; provide and fix handrail round same.

Provide, fit, and fix two new malleable cast-iron astragals, by means of vertical fish plates outside; these to be screwed into outside of present astragals.

Provide, fit, and fix new lower, middle, and top bars, with loop handles outside.

Provide, fit, and fix roof to new panel of lantern, to be formed of angle iron as in present lantern.

Provide and glaze with $\frac{3}{8}$ inch thick best colourless plate glass, quality used for lighthouse purposes, moulded to pattern.

Provide one spare plate of glass for each size, moulded to form.

Remove glass from one panel of existing lantern; remove portion of middle and bottom rail from same panel; provide and fix two vertical fish-plates inside the two astragals.

Provide and fit two thoroughly seasoned mahogany floor blocks; these floor blocks to be clamped, and to have brass tubular rails to act as conductors, and for traversing the lamps; they are to be fixed to the cast-iron plate before described by screwed studs at foot of pillars described below, the floor plate being drilled and tapped with screw threads for the purpose.

Provide and fix two sets of four small cast-iron pillars, with hollow studs at top of each; these studs to be tapped with female screws for attachment of brass base plate of lens frame.

Provide, fit, and fix malleable cast-iron frame for double shunting-table, also four mahogany slab tops for same, each mounted on four small brass wheels.

Provide and fix portable wood platform with two wrought iron step ladders to same, with folding top arranged for ready access to upper lamp. Paint all ironwork four coats best white zinc paint.

Provide and fix one of Wheatstone's private telegraphs from machine-room to high lighthouse.

The alterations and fittings to the lantern of the low lighthouse will be in accordance with Drawing No. 7, and the above description.

11 July 1864. *Jno. Coode.*

Magneto-Electric Light.—Portland.

(H. 5364.)

Explanatory Observations, and general description of the arrangements proposed for the application of Professor Holmes' Magneto-Electric Machines and Light Apparatus to the existing "High" and "Low" Lights at Portland.

It has been ascertained by recent experiments made expressly for the purpose with a photometer, that there is practically no loss of light by the transmission of the magneto-electric currents through a length of "high conductivity" wire of large size, extending 600 yards from the machine; it is therefore proposed to place the establishment necessary for the production of the currents at a point nearly equidistant from the two lighthouses at Portland, in order that one establishment may serve for both the high and low lights.

By the application, in the manner proposed, of the magneto-electric light at Portland (or any other station where there are two lighthouses within about 1,200 yards, * say three-fourths of a mile, of each other) the expense, both of first construction and of maintenance, would be relatively much less for each light, than in the case of a station with a single lighthouse. When compared with the establishment requisite for one light, that which would be required for two lights would not cause an addition of more than about 50 per cent. in the power of the engine necessary to do the work; the original cost of the boiler would not involve an addition of more than about 50 per cent., and of the engine about 25 per cent. The increase in first cost of the buildings necessary, would be, for fuel store about 50 per cent, for boiler-house about 10 per cent, whilst the cost of the dwellings for engineman and stoker would be absolutely the same for two lights as for one.

With regard to the cost of the principal items for working and maintenance of the establishment—comparing a station such as Portland, where there are two lights, with one having a single light—the increased cost in the case of two lights would be not more than about 50 per cent. on the fuel; in the maintenance of the buildings there would scarcely be an appreciable difference, and to the items of wages there would be no addition whatever.

The accompanying set of drawings, numbered respectively from one to seven, and the specification, will furnish all information as to the nature of the proposed works, and show in detail the mode of execution; but the following is a general description or outline of the arrangements.

The whole of the new works are shown by red colour upon Drawing No. 1, by reference to which it will be seen that the buildings would be placed about 323 yards in a S. E. direction from the existing high light, and about 181 yards in a N. W. direction from the existing low light. The buildings comprise an engine and boiler house, and fuel store, with two dwellings, one for the engineman, and one for the stoker, with the usual offices attached to each.

There will be two steam engines, each having a cylinder of 8-inches diameter, and two boilers, only one engine and one boiler being employed at the same time, the other engine and boiler being kept in reserve, but always ready for immediate use. It has been proved by actual experiment, with a recently made and improved magneto-electric machine; that, after deducting the friction of the engine itself, 2½d effective horse power will be sufficient to work each machine, so that allowing for the friction, one engine of about six effective horse power will be quite sufficient to work two machines at the same time.

The electro-magnetic machines, although identically the same in principle, will be of improved construction, as compared with those at Dungeness; one of the new machines will generate sufficient current for a single lighthouse. It is considered therefore that three magneto-electric machines will be quite sufficient to meet the requirements at Portland; *i. e.*, two to be employed at a time, one for each lighthouse, and one to spare, as a "stand by." The engines, shafts, and machines will however be so placed and arranged that a fourth machine may be added at any future time, if it should be considered expedient.

The engines, boilers, and steam-pipes will be so arranged that one boiler will generate sufficient steam for one engine, and either boiler will supply either engine, and either engine will work either two of the machines at one and the same time.

With regard to the water supply; by a series of observations extending over nearly 12 months, it has been proved that sufficient water may be obtained, not only for supply of the steam boilers, but also by means of the two reservoirs, shown on Drawing No. 1, a sufficient quantity of water may be procured for condensing the exhaust steam; to effect this with the greatest economy it is intended to use a surface condenser supplied with water from the reservoirs by simple gravitation, thus obviating the necessity for the use of a circulating pump.

The wires leading from the electro-magnetic machines to each lighthouse will be thoroughly insulated and placed in continuous chairs of glazed stoneware buried in the ground. The chairs will have a double channel in which the wires will be laid and completely embedded in seyssel asphalte, after which the chairs will be covered with a glazed stoneware

*This distance is stated at 1,200 yards, because the experiments have not been carried on with a length of wire exceeding 600 yards from the magneto-electric machines; there is reason to believe, however, that by increasing the size of the conducting wires, greater distances may be attained without appreciable loss of light.

stoneware saddle-cap, and the joints run with asphalte, so that the whole will be insulated effectually and permanently.

Note.—It should be explained that the drawings of the buildings were prepared upon the assumption that the power of the engines required to work the magneto-electric machines would be the same for each light at Portland as for the light at Dungeness, but recent experience with the improved machine has shown, that the power may be very greatly reduced, as before stated. It has not been considered necessary to prepare fresh drawings in consequence, but the coke-store will be reduced to one half the cubic contents shown on the drawings and the boilers and boiler-house will be made suitable for engines of 6-horse power each.

(signed) *John Coode*,
36 Parliament Street Westminister,
11 July 1864. and Weymouth.

(6150.)

The Under Secretary Foreign Office, to the Secretary Board of Trade.

Sir, Foreign Office, 1 February 1866.

With reference to your letter of the 4th of December last, I am directed by the Earl of Clarendon to transmit to you, for the information of the Lords of the Committee of Privy Council for Trade, a copy of a note which has been addressed by Monsieur Drouyn de Lhuys to Her Majesty's Ambassador at Paris, enclosing a report of the cost and working of the electric light at La Hève, which has been drawn up by the French Director of Lighthouses. In Lord Cowley's No. 115, 28 Jan.

I am, &c.
(signed) *E. Hammond.*

(Enclosure.)

(H. 6150.)

M. l'Ambassadeur, Paris, le 27 Janvier 1866.

M. le Ministre de l'Agriculture, du Commerce, et des Travaux Publics, a été directement saisi d'une demande d'informations que votre Gouvernement désirait obtenir sur les résultats de l'application de la lumière electrique aux phares de La Hève (Seine Inférieure), conformément aux usages établis pour la correspondence avec les membres du corps diplomatique étranger.

M. Béhie vient de m'adresser, en me priant de le faire parvenir à V. E., un rapport de M. l'Inspecteur Général, Directeur du Service de Phares et Balises, qui renferme les renseignements demandés.

J'ai l'honneur de transmettre ci-joint à V. E. ce document.

Agréez, &c.
(signé) *Drouyn de Lhuys.*

Â. S. E. M. le Comte Cowley,
&c. &c. &c.

Rapport de l'Inspecteur Général des Ponts et Chaussées, Directeur du Service des Phares et Balises sur l'Éclairage Électrique des Phares de la Hève.

Le Gouvernement de S. M. la Reine d'Angleterre a exprimé le désir de connaître les resultats de l'experience qui a été faite en France sur l'application de la lumière électrique à l'éclairage des phares, ainsi que l'évaluation des dépenses de premier établissement et d'éntretien annuel qu'exige ce nouveau mode de production de la lumière. Le présent rapport a été rédigé en conséquence.

Le Cap de la Hève est signalé par deux phares de premier ordre, à feu fixé, situés sur une ligne orientée à peu près nord et sud, et eloignés l'un de l'autre de 97 m. 72. Le phare du sud a été éclairé à la lumière électrique depuis le 26 Decembre 1863, le phare du nord continuant à être alimenté à l'huile, comme par le passé.

A partir de cette époque les deux feux ont été observés trois fois par nuit par les gardiens des phares de Honfleur, de Fatonville, et de la Pointe de Ver. Les observations constatent, ce qui avait été annoncé, que la difference de portée est d'autant plus grande que l'atmosphère est plus transparente. C'est surtout à grande distance que le feu electrique est vu plus souvent que l'autre.

Le Tableau Suivant offre un Resumé des Observations faites en 1864.

Lieu d'Observation.	Distances en Kilom.	Distances en Milles.	Feu Observé.	Proportion de Visibilité sur 100 Observations.	Valeur Proportionnelle de l'Electricité.
Honfleur - - -	15·	8·1	a l'huile -	88	1·04
			électrique -	92	
Fatonville - - -	21·5	11·6	- ditto -	77	1·02
				79	
Ver - - - -	46·5	25·1	- ditto -	33	1·24
				41	

Des observations ont également été faites du fanal de la Roque, à 15 milles de distance du Cap de la Hève, mais elles n'ont commencé qu'au mois de Mai, on n'y a procédé que deux fois par nuit, parcequ'il n'y a qu'un gardien sur ce point, et elles présentent des irrégularités qui ne permettent pas de leur accorder grande confiance.

On remarquera une anomalie dans les chiffres afférents aux observations faites dans les phares de Honfleur et de Fatonville; la différence de visibilité devrait être plus prononcée du dernier de ces points que du premier, puisque la distance est plus grande, et elle est inférieure. Mais un des montants de la lanterne du feu à l'huile était placé dans la direction de Honfleur et masquait une partie de la lumière.

Peut-être n'est-il pas iunutile de rappeler que l'intensité maximum du phare à 630 becs de lampe de carcel consommant 40 gr. d'huile de Colza par heure, et que celle du phare électrique à quatre disques est d'environ 3,000 becs, quand une seule machine est en jeu, et du double à peu près quand la brume engage à faire fonctionner les deux machines. Toutes les fois que l'atmosphère n'a pas permis au premier de ces feux de porter jusqu'à Honfleur et même jusqu'à Fatonville, on avait fait lumière double au phare électrique; son intensité était de près de 6,000 becs.

Les rapports des ingénieurs ont fait connaître les accidents survenus dans la marche de l'eclairage pendant une période de 15 mois. Les accidents ont été au nombre de 10; cinq d'entre eux proviennent de la machine à vapeur, et ont amené des extinctions dont la durée a varié de 3 à 15 minutes; ils accusaient un défaut de surveillance de la part d'un des mécaniciens, et, dans un intervalle de 8 mois après le remplacement de cet agent, il ne s'en est produit qu'un dont la durée n'a pas dépassé 3 minutes. Les machines magneto-électriques ont donné lieu à deux accidents; l'un a été dû à la rupture du plateau d'embrayage qui était en fonte, et l'autre, suivant toute probabilité, à une erreur commise dans le remontage des bobines. L'extinction a duré 10 minutes lors du premier, il n'y a eu qu'une légère oscillation dans la flamme pendant une ou deux minutes lors du second. Il'y a lieu d'espérer d'ailleurs qu'ils ne se renouvelleront pas, parceque le plateau d'embrayage est actuellement en fer forgé, et parceque dans les nouvelles machines les bobines sont fixées de manière à ne pouvoir être dérangées. Les trois autres accidents ont porté sur les regulateurs et n'ont pas produit d'extinction.

Tous les capitaines et tous les pilotes qui ont été consultés se sont loués de l'éclairage électrique, et ont déclaré qu'ils apèrcevaient toujours le phare du sud avant l'autre. Par les temps de brume épaisse, alors qu'aucun d'eux n'était visible, la position était signalée par une lueur qui enveloppait le premier. Ce phénomène a permis plusieurs fois d'entrer en rade dans des circonstances où l'on n'eut osé l'entreprendre quand les feux étaient alimentés à l'huile.

Ainsi, malgré la multiplicité et la complication rélative des mécanismes en mouvement, l'expérience à laquelle il vient d'être procédé parait de nature à dissiper les doutes qu'il était permis de conçevoir sur la valeur pratique du nouveau mode d'éclairage. Elle semble autoriser à y avoir recours sur tous les points qui sont placés dans des conditions analogues à celles des phares de la Hève, c'est à dire, près d'un grand centre de population, où les ressources abondent et où la surveillance des ingénieurs et de leurs agents peut-être très active.

Dans sa séance du 6 Mai dernier, la Commission des Phares, aprés avoir mûrement examiné les faits constatés et les diverses dispositions à adopter, a conclu sa délibération en proposant de décider que la lumière électrique sera appliqué à l'éclairage des deux phares de la Hève, et qu'on emploiera à cet effet des machines à six disques.

L'avis de la Commission des Phares a été approuvé par le Gouvernment, et les nouveaux appareils fonctionnent depuis le 2 Novembre dernier.

Le mécanisme producteur des courants électriques se compose de deux machines à vapeur, chacune de la force de 5 chevaux de 75 kilogrammètres, et de quatre machines magnéto-électriques à 6 disques répondant chacun à 8 aimants. Il est installé dans un bâtiment spécial à égale distance des deux tours.

Dans l'état ordinaire de la transparence atmosphérique, une seule machine à vapeur est en feu, et met en mouvement une machine magnéto-électrique par phare. En temps de brume, les deux machines à vapeur sont en activité, et chaque phare reçoit les courants de deux machines magnéto-électriques. L'un et l'autre phare sont munis de deux appareils lenticulaires

lenticulaires superposés dans la même lanterne, ainsi qu'il est indiqué dans le mémoire sur l'eclairage et le balisage des côtes de France, publié en 1864.

L'intensité de chacun des feux est de 5,000 becs de carcel environ dans l'état normal, et elle est à peu près doublée dans les temps de brume.

Les dépenses de premier établissement et d'entretien des deux phares, suivant qu'ils sont éclairés à l'huile ou à la lumière électrique, peuvent être évaluées ainsi qu'il suit, d'après les faits actuellement acquis (non compris la construction des édifices).

1° Frais de 1° Etablissement.

Eclairage à l'huile.

	Francs.
Lanternes, appareils éclairant les $\frac{3}{4}$ de l'horizon, lampes fournitures accessoires et frais de transport	94,000
Eclairage électrique lanternes appareils, 4 machines à 6 disques, 2 machines à vapeur, regulateurs, fournitures accessoires et frais de transport	72,800
2° Depenses d'entretien annuel :	
Eclairage à l'huile, salaires et chauffage de 5 gardiens	4650,00
Huile de Colza, 6,390 kilomètres à 1·46 cents	9329,40
Méches, cheminées de cristal, linge, entretien des appareils et du mobilier, &c.	1178,00
Total	15,157,00
Eclairage électrique, salaires, chauffage et éclairage de 7 gardiens, dont 2 chauffeurs	7,403,00
Houille pour les machines à vapeur 16,500 kilomètres à 35 francs les 1,000 kilomètres	577,50
Coke (en admettant lumière double pendant 400 heures par an.), 87,000 kilomètres à 45 francs les 1,000 kilomètres	3,915,00
Coton, chanvre, minium, matières grasses, &c.	1,300,00
Crayons et carbon, 780 à 2 francs 25 cents	1,755,00
Réparation et entretien des machines, des mobilier, linges dépenses diverses	2,049,00
Eau douce 595 m. pour mémoire	—
Total	17,000,00

Non compris dans l'un et l'autre système d'éclairage, l'entretien annuel des édifices et dépendances, les gratifications aux gardiens et les indemnités allocés aux conducteurs chargés de la surveillance, dépenses évalueés à 2600 frs.

Le nombre d'heures d'éclairage utile à la navigation étant évalué à 3900 par an.

		Fr.		*Frs.*
L'heure d'éclairagé coûte	par phare alimenté à l'huile	$\frac{15157{\cdot}40}{2 \times 3900}$	soit	1·943.
	par phare électrique	$\frac{17,000}{2 \times 3900}$	soit	2·179.

L'intensité maximum du faisceau émaué d'un phare à feu fixé alimenté à l'huile est evaluée à 630 becs de carcel, d'on la dépense par bec de carcel et par heure $=\frac{1{\cdot}943}{630}$ soit 0·00308 francs.

L'intensité maximum du faisceau émané d'un phare électrique à feu fixé peut-être évaluée en moyenne à $\frac{3500 \times 5000 \text{ f.} \times 400 \times 1000 \text{ f.}}{3900} =$ soit 5512 becs.

puisqu' elle s'élève à 5000 becs pendant 3,500 heures, et à 10,000 becs pendant 400 heures d'où la dépense par bec et par heure $\frac{2{\cdot}179}{5512} =$soit 0·00040 frs.

L'unité de lumière envoyée à l'horizon coûte donc quand on emploie des machines françoises à 6 disques, plus de 7 fois moins que quand ou a recours à l'huile.

Quelques uns des chiffres qui précédent différent de ceux qui ont été annoncés dans des rapports antérieures et dans le mémoire sur l'éclairage et le balisage des côtes de France; mais il est à remarquer que diverses parties des mécanismes ont été améliorées depuis la publication de ces documents, que la force des machines magnéto-électriques a été augmentée sans que les dépenses se soient accrues dans la même proportion, et qu'il ne faut pas plus de chauffeurs pour faire marcher les deux phares que n'en exigerait un seul.

La dépense par heure et par bec de carcel serait un peu plus grande, s'il s'agissait d'un seul phare.

Elle pouvrait être évaluée ainsi qu'il suit.
Dépenses d'un personnel composé de 5 gardiens, dont 2 chauffeurs, 5285 frs.
Autres dépenses, moitié de celles des deux phares augmentée de $\frac{1}{10}$ 5278·35 frs.

TOTAL - - 10,563·35

Dépense par heure - - - - - - $\frac{10563{\cdot}35}{3900}$ =2·709.

Dépense par bec par heure - - - - - - $\frac{2{\cdot}709}{5512}$ =0·00049

Paris, 6 Janvier. (signed) *Reynaud.*

(H. 6419.)

The Secretary to the Commissioners of Northern Lighthouses to the Secretary Marine Department, Board of Trade.

Northern Lighthouse Office, Edinburgh,
Sir, 23 February 1866.

WITH reference to the communications which have passed between my Lords and the Commissioners of Northern Lighthouses, on the subject of the proposed experiments with the magneto-electric light, I am directed to state that their engineers some time ago called the attention of the Commissioners to another apparatus prepared by Messrs. Wilde & Co. of Manchester. The description of the apparatus given by their engineers warranted the Commisioners in authorising their engineers to visit and inspect the apparatus at Manchester. Their engineers having done so, have submitted a subsequent report to the Commissioners, with a tender by Messrs. Wilde & Co. as to the terms on which they will supply an apparatus.

The Commissioners on considering this report are of opinion that it will be of great importance that this apparatus of Messrs. Wilde & Co., which gives such promise, should be tried along with that of Professor Holmes', and they therefore propose that an apparatus at the cost of 500 *l.* should be ordered, as the Commissioners are advised that such apparatus will be sufficient for conducting the proposed experiments, and will be available for subsequent use.

I enclose a copy of the engineer's communication made to the Commissioners on 10th ultimo, and of the report just submitted by them, and which has been referred to.

I am, &c.,
(signed) *Alex. Cuningham*, Secretary.

The Secretary Marine Department,
Board of Trade.

(Enclosures.)

(H. 6419.)

COPY of CORRESPONDENCE, &c., regarding the application of the Electric Light to Lighthouse illumination.

Dear Sir, Edinburgh, 8 January 1866.

WE enclose a letter relative to a new electric light from Messrs. Wilde, of Manchester, and have to suggest for the consideration of the Commissioners, whether it will not be advisable to have it examined before making further arrangements with Professor Holmes.

We are, &c.,
(Addressed) (signed) *D. & T. Stevenson.*
Alexander Cuningham, Esq.

(Copy Letter enclosed.)

2 St. Ann's Place, Manchester,
Sir, 4 January 1866.

MR. HART of your city informs us that you are thinking of adopting the electric light in some of the northern lighthouses under your direction. If you have not already decided upon

upon using any particular apparatus for producing the light, we beg to intimate that our Mr. Wilde has recently discovered a method of producing the most powerful electric-light ever yet produced from any kind of apparatus whatever. The electricity is derived from an electro-magnet, and steam power. To give some idea of the power of the machine it will be sufficient to state, that the electricity from it will melt iron rods 15 inches in length and ¼ inch in diameter. A description of a machine is in course of preparation for the Royal Society, or the Royal Institution, and will shortly be ready for publication; but should you feel sufficiently interested in the matter to pay a visit to Manchester, we shall be happy to let you have a private view of the machine in operation before publication.

We are, &c.,
(signed) *H. Wilde & Co.*

(Addressed)
T. Stevenson, Esq.

Report relative to Messrs. Wilde's Electro-Magnetic Apparatus.

In terms of the instructions of the Board, Mr. Thomas Stevenson visited Manchester, in order to inspect the new electro-magnetic apparatus of Messrs. Wilde, on the 17th current. From the inspection which was then made, and the effect of the light which was exhibited from a 21-inch reflector, we were so very favourably impressed with this new apparatus, that we think it indispensable to a proper series of experiments, that it should be tested along with that of Professor Holmes'. We have, accordingly, directed Messrs. Wilde to send us an offer (which accompanies this report) to supply the necessary machinery, exclusive of boiler, at a cost of 500 *l.* We beg leave strongly to recommend that Messrs. Wilde's offer should be accepted. No additional building will be required for testing this apparatus along with that of Professor Holmes'.

(signed) *D. & T. Stevenson.*

Edinburgh, 20 February 1866.

2, St. Anne's Place, Manchester,
19 February 1866.

Gentlemen,

Referring to a conversation which Mr Thomas Stevenson had when here with Mr. Wilde, respecting his recent discovery in electro-magnetism, we beg to say that we are quite prepared to enter into arrangements for its application to lighthouse illumination.

The light from the large machine which Mr. Stevenson saw, is the most powerful artificial light which has ever been produced, and it is not perhaps desirable at present to suggest the use of that sized machine for lighthouse purposes. We think, however, that a machine of about half the power of the large one, and which will give, when in full action, about four times the light of the magneto-electric machines at present in use, would, on the whole, be the most suitable for your purpose; as by a simple arrangement the brilliancy of the light, and the power required to drive the machine, can be varied at pleasure, to suit the different conditions of the atmosphere, and with it requirements could be met which would be beyond the power of any other description of machine. The dimensions of such a machine are—length, including the crossheads, 64 inches; width, 20 inches; height, 48 inches. The cost of the machine alone, without engines, would be 1,000 *l.* Should you consider the machine which we recommend too powerful, we would make one of half the power, if required, the price of which would be 500 *l.* The power of this machine would be double that of the small one which Mr. S. saw in action.

We enclose tracings of a perspective view of the machine and also of a sheet of explanatory figures which have been prepared for Mr. Wilde's scientific paper, which we have no doubt Mr. Thomas S., having seen the machines, will readily understand.

We should be glad to have the opportunity of supplying one of our machines to the Board of Northern Lighthouses, and we feel confident from the simplicity of their construction that they cannot fail to give satisfaction.

We are, &c.,
(signed) *H. Wilde & Co.*

(Addressed)
Messrs. D. and T. Stevenson,
Edinburgh.

(H. 6373.)

The Secretary Board of Trade to the Secretary Trinity House.

Board of Trade, Whitehall,
27 February 1866.

Sir,

I am directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Elder Brethren of the Trinity House,

the enclosed copy of a letter from the Admiralty, relating to the extinction of the light at Dungeness, on the 15th instant, and to request that the Board may be favoured with the result of their investigation of this occurrence.

I am, &c.
(signed) *T. H. Farrer.*

(Enclosure.)

(H. 6373.)

THE Secretary of the Admiralty to the Secretary Board of Trade.

Sir, Admiralty, 19 February 1866.

I AM commanded by my Lords Commissioners of the Admiralty to request you will state to the Lords of the Committee of Privy Council for Trade that a report has been received from the Coast Guard officer at Dungeness, that the Dungeness Light was totally out on the morning of the 15th instant, from 3·30 to 3·45, and that the same had been reported officially to the Secretary of the Trinity House.

I am, &c.
(signed) *J. W. Romaine.*

(H. 6515.)

The Secretary Trinity House to the Secretary Board of Trade.

Trinity House, London, E.C.,
Sir, 5 March 1866.

HAVING laid before the Elder Brethren your letter of 27th ultimo, (H. 6373), transmitting copy of one from the Admiralty relative to the extinction of the light at Dungeness, on the 15th of that month, and requesting that the Lords of the Committee of Privy Council for Trade may be favoured with the result of the investigation of this occurrence, I am directed to forward, for their Lordships' information, the accompanying extracts from the correspondence which has passed on this subject, and to state that the attention of the Elder Brethren was first called to the occurrence, as shown by the correspondence, on the 15th ultimo, being 12 days previous to the receipt of their Lordships' letter.

The Elder Brethren have nothing to add to the remarks conveyed in my letter of 28th ultimo to Mr. Vaile, the superintendent, further than to recur to their previous communications on the subject of the magneto-electric light, in which they have stated their anticipation that evils of the same character as that which has now taken place might arise when the first extraneous stimulus to attention on the part of the attendants had passed.

The Elder Brethren have used, and will continue to use, every endeavour to render the electric light as efficient as possible; but they cannot conceal from themselves, and would desire to impress upon their Lordships, their conviction that cases like the present are not unlikely to recur, and that this liability is a matter for grave consideration in respect of the development of the magneto-electric light as an element of lighthouse illumination.

Every suggestion having for its object the increase of the power and certainty of the light has been carefully considered and effected without regard to the increase of the cost of its maintenance, and it cannot at the present time be said that occurrences of this nature are occasioned by the lengthened period during which the attendants are required to be on duty. There are now three keepers and three engineers employed at the lighthouse; thus, even in the longest winter's night, there can be, and is, no undue strain upon their physical powers. It must therefore be remembered that the danger is inherent in the peculiar nature of the electric light itself. No oil lamp could be extinguished in the same way, and although some diminution of the light might occur in cases of lengthened inattention or neglect, it would not be very sensibly affected in the period of time during which a light-keeper is on watch: such, it has been proved, is not the case with the electric light.

In the report of M. Reynaud, the French engineer-in-chief, on the electric light at Cape La Hève, copy of which their Lordships were recently good enough to forward to this House, it is stated that a similar occurrence, and lasting for a similar

similar period, took place at that lighthouse, although M. Reynaud does not appear to attach the same importance to it as the Elder Brethren are inclined to do; indeed it is obvious to any one at all conversant with nautical matters that, in a position like Dungeness, situated at the commencement of the Narrows of the English Channel, and towards which vessels steer for the purpose of procuring pilots, an extinction of the guiding light for such a period of time is a source of serious danger.

A statement has already been furnished to their Lordships showing the number and duration of the several times at which the light has been extinguished, to which has now to be added the present, and in point of duration, the longest.

The Elder Brethren trust that the steps they have taken will prevent a recurrence of this evil, but their Lordships will observe that whilst dismissing the light-keeper, whom they could replace, they have not discharged the engineer, Watson, who is the head of the establishment, and whose place they could not at once supply.

Their Lordships are aware of the desire of the Elder Brethren to proceed with the further development of the electric light, and have given their sanction to the expenditure necessary for carrying out that object, the plans for which are now in course of preparation, but the Elder Brethren feel it to be their duty to state, that while their best endeavours will be used to develop to the utmost its powers of usefulness as a means of lighthouse illumination, and to prevent a recurrence of cases like the present, it appears to them to be impossible to obtain entire immunity from such accidents so long as human nature is subject to infirmity.

I am to add, that the occurrence referred to above took place only a few days after the establishment was visited by Professor Holmes, accompanied by a committee of Elder Brethren, at which time some trifling defects in the machines were rectified, and the keepers especially warned of the necessity for vigilance, having reference to the first offence of Westmorland, the keeper now discharged.

I have, &c.
(signed) *P. H. Berthon.*

(Enclosures.)

(H. 6515.)

The Dungeness Light being out for Fifteen Minutes.

Dungeness Division, Coast Guard, Lydd, Kent,
15 February 1866.

Sir,

In compliance with the Commodore Controller General's Memorandums of the 27th of June and 11th of September 1863, I beg to report, for your information, that the Dungeness light was reported to me as being out (this morning) from 3.30 to 3.45, a period of 15 minutes.

I have, &c.
(signed) *George F. Charles.*
Staff Commander, R.N., and Inspector of Division.

To the Secretary, Trinity House.

Magneto-Electric Light out.

Ramsgate, 16 February 1866.

Sir,

I beg to acquaint you, for the information of the Board, that I have this morning received the accompanying letters from Mr. Watson and Mr. Westmorland, acquainting me that the magneto-electric light has again been out from 10 to 15 minutes, from the neglect of the latter person going to sleep on his watch.

I am, &c.
(signed) *L. W. Vaile.*

To P. H. Berthon, Esq.,
Secretary, Trinity House.

Sir, Dungeness Lighthouse, 15 February 1866.

I AM sorry to inform you that the light was out on the 15th instant in Thomas Westmorland's watch, about 3.20, A.M., for the space of 10 to 15 minutes, according to the coast guard's statement. He unfortunately fell asleep in his watch, and the lamp, from want of his attention, stopped travelling, owing to the carbon-holder catching the top of the lens.

I am, &c.

L. W. Vaile, Esq., Superintendent. (signed) *W. Watson.*

Sir, Dungeness Light, Lydd, 15 February 1866.

I UNFORTUNATELY have again to trouble you with my neglect. I fell asleep this morning during my watch, and while in that state the light went out by the carbon-holder resting on the top of the lens. I hear from the coast-guard that it was out from 10 to 15 minutes. As I can offer no excuse for my misfortune, I must trust wholly to the clemency of the Honourable Board.

I am, &c.

L. W. Vaile, Esq. (signed) *T. W. Westmorland.*

Dungeness Light out.

Sir, Ramsgate, 22 February 1866.

I BEG to acquaint you, for the information of the Board, that in compliance with the instructions conveyed in your telegram of the 20th instant, I have visited the Dungeness light-house to investigate into the cause of the light being out on the morning of the 15th instant. As previously reported, Mr. Westmorland went to sleep on his watch, a new carbon having shortly before been placed in the holder, which raised the holder above the lens; in working down, the holder caught upon the corner of the lens, thus separating the carbons and causing the light to go out. Mr. Westmorland acquaints me he awoke of himself, and, finding the light out, proceeded up the steps to the lamp, causing it to shake, which brought the holder clear of the lens, and the carbons coming together the light resumed burning of itself. As the carbon holders work very close to the lens, this accident is very liable to happen, but had the keeper been awake the light would not have been out for more than a few seconds. Mr. Watson was on watch, and in the boiler-house, sitting in a chair, reading the newspaper, when one of the coast-guard knocked at the door and acquainted him something was wrong with the light; he proceeded outside immediately, but at this instant the light resumed burning, as previously stated.

I called all the engineers into my presence, and asked them how often they went into the engine room in the course of the watches. They said they looked frequently in; but went in generally two or three times, when, if necessary, they put a little oil to the engine, or wiped the machines. Had Mr. Watson looked at the machines during the time the light was out (if out from the cause stated, the carbons being separated), he must have observed it, as the whole of the light must have been flashing off from the machines; but being occupied, his attention being taken up by reading the paper, he did not observe it. I asked the engineers if it was usual for them to read on watch? They all answered, "Yes; that when everything about the engines and machines was working satisfactorily, they sat down and read, and they considered that, should there be any falling off of light, it was the duty of the keeper in the lantern to direct their attention by calling down the tube, and acquainting them of it. They did not consider it at all their duty, so long as the engines and machines were working satisfactorily, to look after the light, although they occasionally did, by going outside and looking up at the lantern; and if they observed any apparent falling off, they would call to the keeper in the lantern; but they did not consider themselves at all responsible for any neglect on his part." I asked them if they thought that when reading, they were attending properly to their duties? They answered, "Yes; that reading kept them from feeling drowsy, which they should do, if they had no occupation; and that, should anything go wrong with the working of the engines or machines, whilst so doing, their attention would be attracted to it immediately." I asked Mr. Lane, the senior assistant keeper, whether on his watch in the lantern he occupied himself in any other way than in attending to the lamp, he answered, "Yes, he generally read, but had been lately repairing the signals; but should there be any falling off of light, he would observe it immediately whilst so employed."

I am, &c.

To P. H. Berthon, Esq., Secretary, Trinity House. (signed) *L. W. Vaile.*

Trinity House, London, E. C.

Sir, 28 February 1866.

HAVING laid before the Board your letters of 16th and 22d instant, together with the one transmitted by you from the assistant keeper, Thomas William Westmorland, upon the subject of the light at Dungeness having been out for a period of 15 minutes on the morning of 15th instant, I am directed to acquaint you that the Elder Brethren regret very much to see

see the want of a due sense of the responsibilities attached to the maintenance of the electric light displayed by those connected with that establishment. It appears to them the explanation given by Mr. Watson, as quoted in your letter, is most unsatisfactory; and the feeling of the engineers that while they attend to their especial duty of firing and working the machines, they were doing all that was expected of them is most reprehensible.

The facts are, that the effect of the keeper's neglect could have been easily remedied had proper supervision been kept over the machine room, where the fact of extinction above was patent; and for want of this supervision, this most important light was extinguished for 15 minutes, and would probably have been so for very much longer, had not the coast-guard given warning.

The Elder Brethren can only look upon this as being an act of gross want of oversight, and more especially on the part of Mr. Watson, as the head of the establishment. You will be good enough to inform Mr. Watson of the sense of the Elder Brethren on this point, and warn him and the engine staff generally that their duties comprise, as they well know, an active supervision over the machines and engines as well as the firing to keep up steam. With respect to Mr. Westmorland, the Elder Brethren have given full consideration to his petition, and to the circumstance of his being the son of a long and tried servant of the Corporation; but they feel the circumstances do not warrant their taking a lenient view of his case. It is only a few months since that Mr. Westmorland committed the same offence, which was pardoned, while he was warned of the consequences of a repetition of such neglect. Mr. Westmorland has not benefitted by the leniency of the Elder Brethren on that occasion; and they have no alternative but to dismiss him from their service, which you are hereby desired to do. You will be good enough to assemble the establishment, and to acquaint them with the decision of the Elder Brethren, and the subject of this letter, and to enjoin on them all the necessity of strict attention to their individual duties as well as to the general carrying out of the service entrusted to them with efficiency.

I am, &c.
Mr. L. W. Vaile. (signed) *P. H. Berthon.*

(H. 6419.)

The Secretary, Board of Trade, to the Secretary Trinity House.

Board of Trade, Whitehall,
Sir, 8 March 1866.

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you, for the information of the Elder Brethren of the Trinity House, the enclosed copy of the correspondence which has taken place between this office and the Commissioners of Northern Lighthouses, respecting an electro-magnetic apparatus invented by Mr. Wilde, of the firm of Messrs. H. Wilde & Co., of Manchester.

I am, &c.
(signed) *T. H. Farrer.*

(H. 6419.)

The Secretary, Board of Trade, to the Secretary to the Commissioners of Northern Lighthouses.

Board of Trade, Whitehall,
Sir, 8 March 1866.

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 23d ult., and in reply to acquaint you, for the information of the Commissioners of Northern Lighthouses, that they approve of the purchase of one of Mr. Wilde's electro-magnetic machines for the sum of 500 *l.*, as recommended in your letter, to be tried with Professor Holmes's apparatus, and I am to request that a description of the machine may be sent to this office so soon as the Commissioners have procured it.

I am, &c.
(signed) *T. H. Farrer.*

(H. 6467.)

The Secretary, Board of Trade, to Mr. *Coode*, C.E.

Board of Trade, Whitehall,
5 March 1866.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to transmit to you the copy of a letter from the Commissioners of Northern Lighthouses to the Trinity House, and to request that you will inform this Board whether you have any such plans as those mentioned in that letter.

I am, &c.
(signed) *T. H. Farrer.*

(H. 6467.)

The Secretary, Trinity House, to the Secretary, Marine Department, Board of Trade.

Trinity House London, E.C.,
28 February 1866.

Sir,

WITH reference to your letter of 28th December last, transmitting plans, drawings, &c., prepared by Mr. Coode, C.E., for applying the magneto-electric light to the illumination of the lighthouses at the Start Point and Portland, and requesting that the same might be forwarded to the Commissioners of Northern Lighthouses, I am now directed to acquaint you, for the information of the Lords of the Committee of Privy Council for Trade, that the Commissioners have returned the same to this House with a letter of which the inclosed is a copy.

I am also directed to return the plans, &c., to you herewith.

I have, &c.
(signed) *P. H. Berthon.*

(H. 6467.)

(Enclosure.)

Northern Lighthouses, Edinburgh,
27 February 1866.

Sir,

WITH reference to my letter, dated 17th instant, acknowledging receipt of plans and specifications regarding the two lighthouses at Start Point and Portland, I am now directed to acquaint you that the same have been laid before the Commissioners of Lighthouses.

The Commissioners are aware that these plans, &c., have been transmitted, in compliance with a direction from the Board of Trade, but as they are adapted to the special circumstances of these lighthouses, they do not seem to be adapted for general application. I am, therefore, directed to return them to your address per railway.

The Commissioners understand, however, that Mr. Coode had prepared plans showing an improved construction of engine and boiler suited for any electric light, with an improved form of connection, and the Commissioners will be glad to have an opportunity of seeing such plans which are necessarily common to all electric lighthouses.

I am, &c.
(signed) *Alexander Cunningham*, Secretary.

(H. 6884.)

The Secretary to the Commissioners of Northern Lighthouses to the Secretary, Marine Department, Board of Trade.

Northern Lighthouse Office, Edinburgh,
14 April 1866.

Sir,

I AM directed by the Commissioners of Northern Lighthouses to transmit enclosed, a copy of a Report, which their engineers have submitted, regarding certain difficulties which have occurred to the general adoption of the electric light at lighthouse stations.

The Commissioners have considered it better at this stage to submit a copy of this Report to each of the promoters of the electric light and to request their views on the subject.

The

The Commissioners have given directions to their engineers to select a locality for the proposed experiments of the Board, where none of the difficulties are found to exist, and so soon as they are in a position to do so, they will give notice.

The Commissioners have ordered one of Messrs. Wilde's apparatus, and it is far advanced, but they have not yet received from Mr. Cutler an offer for the engines nor for Mr. Holme's machine.

They have also to acknowledge receipt of my Lord's letter of 21st ult, and of Mr. Coode's drawings of a steam engine.

I am, &c.
(signed) *Alex. Cunningham*, Secretary.

(Enclosure.)

(H. 6884.)

REPORT to the Commissioners of Northern Lighthouses relative to the progress made in Experiments on the Electric Light.

IN obedience to the instructions of the Commissioners, we proceeded to carry out the recommendations of our Report of 27 November last, with reference to the proposed experiments on the application of the Electric Light to the illumination of lighthouses.

We had several interviews with Mr. Cutler and Mr. Coode in London, and with Mr. Wylde, of Manchester, the result of which, as the Commissioners are aware, was the resolution to order from Mr. Cutler a pair of engines and boilers, and a magneto-electric machine, on Mr. Holmes' construction (the tender for which has not yet been received), and from Mr. Wylde, of Manchester, one of his recently constructed electro-magnetic machines.

Our next proceeding was to inspect Inchkeith (where we had suggested that the experiments could perhaps be conveniently made) for the purpose of making arrangements as to a site for the engine houses, &c., and a supply of water for the boilers, and here we encountered a difficulty which we have not been able to overcome. The engines and boilers as proposed to be furnished by Mr. Cutler and Professor Holmes require a supply of fresh water, which cannot with certainty be procured on Inchkeith, where the supply during summer is not much greater than is sufficient for the families of the lightkeepers. We have therefore abandoned the idea of making the experiments at that place, and are now turning our inquiries towards other localities, the result of which we shall in due time report to the Commissioners.

In the meantime we have naturally been led to turn our attention to the prospects of obtaining a constant summer supply of fresh water at the Northern Lighthouse Stations, with a view to the possible establishment of the electric light at important points on the Scotch coasts, and the result of our preliminary inquiries is that at many of these stations it is impossible to procure a sufficient supply of fresh water to produce engine power to drive the machinery. It then occurred to us that in order to overcome this difficulty the engines and machinery might be placed close to the sea, and that sea water and marine boilers (although such a course would be attended with great inconvenience, due to the attention required in keeping marine boilers in order, and their rapid decay) might be used for generating the steam. But there is a further difficulty as regards this suggestion, because in most of the prominent stations alluded to, no site could be found for the engines in the vicinity of the lighthouse, and the electric currents must in such cases be conveyed through wires for considerable distances.

We need hardly point out that water is as essential to the electric light as oil is to the lights now in use, and we have thought it right to lay these difficulties before the Commissioners, with a view to their being considered, and, if possible, removed, by the proprietors of the electric light, because we have no hesitation in reporting that unless the electric current can be conveyed with certainty for distances varying from a quarter of a mile to two or even three miles, the electric light cannot be applied in many of the important stations to which we have referred.

Meantime we are proceeding with the arrangements for carrying out the resolution of the Commissioners as to the proposed experimental inquiry.

(signed) *D. & T. Stevenson.*

Edinburgh, 4 April 1866.

P.S.—Since the above report was written, having asked Mr. Cutler the greatest distance to which the current can be conveyed without sensible diminution of light, we have received the following as his reply:

"The current can be transmitted without any perceptible loss of light through a length of 600 yards of wire."

13 April 1866. (Intld.) *D. & T. S.*

COPY of CORRESPONDENCE between the
of Trade, the Lighthouse Boards, and
Bodies or Persons, concerning the ELE
LIGHT, subsequent to the Date of the las
liamentary Return.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printe*
30 *May* 1866.

[*Price* 7 *d.*]

START POINT (TIME SIGNALS).

RETURN to so much of Two Orders of the Honourable The House of Commons, dated 17 and 31 July 1866; —*as calls for,*

(Order, 17 July 1866.)

COPY "of the following Papers relating to Time Signals on the Start Point, viz.

'Of a Memorial of a Committee of the Board of Visitors of the Royal Observatory, Greenwich, to the Lords Commissioners of the Admiralty, dated on or about the 16th day of June 1862:"

'Of the Letter from the Secretary to the Board of Trade, Marine Department, to the Secretary to the Admiralty, dated the 31st day of December 1862, with its Enclosures:"

'Of the Letter from the Secretary to the Admiralty to the President of the Royal Society, Chairman of the Board of Visitors of the Royal Observatory, dated the 25th day of May 1863:"

'And, of the Letter from the Secretary to the Admiralty to the Astronomer Royal, dated the 29th day of July 1864."

(Order, 31 July 1866.)

COPIES of the Letter from the Astronomer Royal to the Admiralty, dated the 21st day of December 1861:"

Of the Report thereon to the Hydrographer, dated the 14th day of June 1862:"

Of the Extract from the Minutes of the Proceedings of the Board of Visitors of the Royal Observatory, dated the 7th day of June 1862:"

Of the Letter from the Astronomer Royal to the Admiralty, dated the 3rd day of December 1863:"

Of the Letter from the Admiralty in reply, dated the 9th day of December 1863:"

Of the Extract of the Letter from the Secretary to the Board of Visitors, dated the 6th day of June 1864:"

Of the Extract from the Report of the Astronomer Royal to the Board of Visitors of the Royal Observatory, dated the 4th day of June 1864:"

Of the Hydrographer's Report thereon, dated the 16th day of June 1864:"

Of the Letter from the Admiralty to the Board of Trade, dated the 21st day of June 1864:"

And, of the Letter from the Board of Trade in reply, dated the 26th day of July 1864."

Admiralty, 8 August 1866.

J. H. JESSE,
For the Chief Clerk.

(Mr. Graves.)

Ordered, by The House of Commons, *to be Printed,*
10 *August* 1866.

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PAPERS RELATING TO TIME SIGNALS ON THE START POINT.

The Astronomer Royal to the Secretary to the Admiralty.

Royal Observatory, Greenwich, S. E.,
21 December 1861.

My Lord,

In reference to the proposal for the exhibition at Devonport and at the Start Point of time signals, deriving their authenticity from galvanic currents transmitted from the Royal Observatory at Greenwich, which has repeatedly been placed before the Lords Commissioners of the Admiralty, I have the honour to state that I am now able to offer the details of a scheme on which I trust their Lordships will be enabled to take decisive action.

2. The broad features of the plan which I propose are:—That by automatic machinery (with power of hand action in case of accidental failure) a thorough galvanic communication should be maintained between Greenwich and the Devonport Telegraph Office, about three times every day, for a few minutes each time; at which Greenwich should automatically send signals to Devonport for guidance in the adjustment of the clock there, and the Devonport clock should automatically send signals to Greenwich to report its condition. That the Devonport clock being thus made the counterpart of the Greenwich clock, should send the current which (through relays) should drop the signals at Devonport and at the Start. That the Start drop should send a return signal to Devonport (proving the fact of its drop and giving an approximate register of time) in a form of record which admits of being transmitted to Greenwich; thus putting the Astronomer Royal in complete information of all the facts.

3. At the Royal Observatory, everything is very nearly ready for the time communications, and wires are carried to the "Gothic House" in Deptford where they are in turnplate communication with one of the Admiralty North Kent lines. I am not quite certain whether this point is on the London side of the Deptford Victualling Yard Loop; but if not, the point of communication must be shifted a little. Then the Royal Observatory will be on the first loop, reserving however the power of cutting off the loop entirely in case of accident to the wires.

4. An automatic clock at the Royal Observatory (ready in all important points) will break the loop, and put the Greenwich instruments in communication with the London segment at 10, 11, and 12, every morning, a few minutes at each hour. A similar automatic clock at the Admiralty will, at the same time, put the North Kent segment in communication with one of the Devonport wires. An automatic clock at Devonport will, at the same time, make certain changes of communication.

5. At 10, 11, and 12, the Greenwich clock will send an accurate visible signal to Devonport; this will guide the Devonport officer in the adjustment of his clock even to the fraction of a second (for which will be provided means similar to those in use at Greenwich). At 10h. 1 m., 11 h. 1 m., 12 h. 1 m., of its own time, the Devonport clock will send an accurate visible signal to Greenwich, giving information of its own possible error.

6. The Devonport clock will, at every hour exactly, send a current through the Devonport Signal Station, which can be used at each station for dropping the time signal there as often as the officers in attendance shall raise the signal. At the Start, this is to be done at every hour of the day.

7. At Devonport I consider the exhibition of the signal to be so completely open to the view of the officers of the Dockyard and the public, that no return

signal is needed to verify the *fact* of drop (the accuracy of its time needs no verification). But I consider a return signal from the Start to be indispensable; for this purpose a self-acting "tapper apparatus," similar to that at Deal, should be employed. At Devonport a clock (either the principal clock above mentioned, or another) would carry a small revolving barrel, on which every return signal would make an ink-spot. The paper on this barrel would be changed every month; the filled sheets would be sent to the Royal Observatory.

8. At Devonport, though I should prefer the locality of the Devonport Column, yet in the first instance I would propose to erect the signal on Mount Wise; a mast 40 feet high should be supported by shrouds, perhaps of wire rope; and on this a skeleton ball, five feet in diameter, should slide. The apparatus of every kind should be attached to the mast. At its base should be a small building covering the winding up and dropping apparatus, the batteries, the air-vessel, &c.

9. In regard to the communication between Devonport and the Start, I have consulted Messrs. Sir C. T. Bright and Latimer Clark. These gentlemen, in a very able report to me, recommend that the wires be carried by Newton, Torquay, and Dartmouth. As far as Dartmouth there are poles and submarine wire to the west bank of the Dart; and the inhabitants of Dartmouth are very desirous to communicate with the Start, and it may be expected that they will give every facility. From Dartmouth to the Start only poles must be erected along a very favourable line.

10. Their Lordships will not fail to remark that the line thus proposed, giving direct communication from Torquay by Dartmouth to the Start, may probably become extremely valuable as a line of military telegraph. It admits of immediate extension to the Prawle and other westerly points of the coast.

11. At the Start I propose to erect the signal on the summit of a rock called "The Boy," at a very short distance behind the lighthouse. In the selection of this point, my judgment has been confirmed by that of Admiral W. A. B. Hamilton, and by that of the Elder Brethren of the Trinity House. It would be necessary to purchase a small piece of barren ground for the signal site, and for the dwellings of two attendants at a small distance below it.

12. For the signal itself, I am decided by the judgment as well of the Elder Brethren as of the engineer whom I consulted (Joshua Field, esq., of the firm of Maudslay & Field), to propose a ball (solid or skeleton) upon a mast 40 feet high; and I am supported by the Elder Brethren in my view that, regard being had to the distance at which this is to be seen by ships in the offing, the diameter of the ball ought to be eight feet.

13. I am yet unable to give an accurate estimate of expense, although I have reason to think that the statement which I have now the honour to submit will not be very inexact.

For the cost of the two residences, &c., I have set down the sum actually paid by the Trinity Board for two residences; but I should conceive that the sum might be much diminished.

14. I propose to commence with a day signal only; but if its advantage should be found great, it might ultimately be advisable to establish also signals at the hours of night. My estimate, however, does not apply to such night signals.

The estimate is as follows; viz.:—

	£.	s.	d.
Apparatus at Greenwich, and change, if necessary, at Deptford - say -	20	–	–
Automatic apparatus in Admiralty clock - - - - - -	10	–	–
Clock at Devonport of first-rate excellence, with automatic apparatus -	100	–	–
Clock, with recording hand - - - - - - - - - -	30	–	–
Time signal at Mount Wise - - - - - - - - - -	250	–	–
Wires to Start Point, estimated by Messrs. Bright and Clark - - -	642	–	–
Time signal at Start Point - - - - - - - - - -	400	–	–
A good clock - - - - - - - - - - - -	20	–	–
Residences of two attendants - - - - - - - - - -	545	–	–
TOTAL - - -	£. 2,017	–	–

16. And for annual expenses the following would be the principal heads:

	£.	s.	d.
Maintenance of wire from Devonport to Start (estimated by Messrs. Bright and Clark) - - - - - - - - - - - - -	76	–	–
Salaries of two attendants - - - - - - - - - say -	150	–	–
Galvanic batteries, repairs of instruments, contingencies - - say -	100	–	–
TOTAL (the Annual Expense) - - - £.	326	–	–

Some small increase of salary might be necessary to telegraph officers at Devonport, of which I have no cognisance.

17. I think that their Lordships fully recognise the great importance of the proposed system of time signals to navigation, and that the expense which I have stated will appear small in comparison with the benefits which the system may produce.

Lord Clarence Paget, M.P.
&c. &c. &c.,
Secretary to the Admiralty.

I have, &c.
(signed) *G. B. Airey.*

REPORT of the HYDROGRAPHER.

14 June 1862.

THE Astronomer Royal in the accompanying letter submits a scheme, with estimates, for the erection and maintenance of time signals daily at Devonport, and hourly at the Start.

This proposal was strongly recommended to the Admiralty by the Board of Visitors at the annual visitation of the Royal Observatory at Greenwich in June 1861, and it has been again recommended at the visitation just over; and it was further resolved, that a deputation should seek an interview with the First Lord of the Admiralty, in order to request his favourable consideration of the case.

Time signals are of great value to shipping, by enabling them to find the error of their chronometers without delay, and with little or no chance of inaccuracy; and as such they contribute materially towards a ready mode of finding the longitude for which the Royal Observatory was founded.

There are three time signal balls at present under the Admiralty at home; viz., at Deal, Portsmouth, and Devonport; the two latter dropped by hand, and, therefore, liable to inaccuracy; also at Ascension and the Cape of Good Hope.

Considering the great spread of the telegraphic communication throughout the country, I think the time has arrived when Her Majesty's Government should take some step, so that public establishments be not left in arrears of private efforts. At Liverpool the port has established a time signal for its shipping; the same is the case at Edinburgh. A time ball at the Start may possibly be considered as more requisite for the mercantile marine, and as such might be fairly recommended to the Board of Trade, but at Devonport it would be chiefly for Her Majesty's ships.

The estimate submitted by the Astronomer Royal embraces both Start and Devonport, and the whole first outlay would be about 2,000 *l.*, and annual expense 326 *l.* Of this first sum 400 *l.*, it seems, would be required for Devonport, and probably 150 *l.* annual for maintenance, salary, &c. The cost of the present comparatively imperfect method of making the time signal is about 50 *l.*, so that the whole increase would be about 100 *l.* a year.

Should their Lordships be disposed to consider this subject favourably, the first outlay might be charged to the 1,000 *l.* already taken in this year's Estimates, under Vote 5, for Rewards and Experiments, and the coming half year's salary and maintenance might be charged to the 1,500 *l.* voted for repairs and purchase of chronometers.

For the next year's Estimates, if necessary, the cost of maintenance might be provided for under the head of chronometers.

(signed) *John Washington,*
Hydrographer.

Extract from Minutes of Proceedings of the Board of Visitors of the Royal Observatory, at the Visitation on 7 June 1862.

It was proposed by Lord Wrottesley and seconded by Lord Rosse, and resolved, that a deputation of the Board of Visitors, accompanied by the Astronomer Royal, be appointed to wait upon the Duke of Somerset and the President of the Board of Trade, to urge the propriety of immediately establishing hourly time signals at the Start Point; that the President of the Royal Society, the President of the Astronomical Society, Lord Rosse, Lord Wrottesley, and Mr. Babbage, do constitute such deputation.

Memorial.

The Committee of the Board of Visitors of the Royal Observatory, Greenwich, deputed by that Board to solicit the honor of an interview with his Grace the First Lord of the Admiralty on the subject of establishing hourly time signals on the Start Point, to be given by galvanic agency at the Royal Observatory, have the honour to submit the following Memorial:—

1. The Board of Visitors are directed by Warrant, under Her Majesty's Royal Sign Manual, "to make such suggestions and representations to our Lord High Admiral . . . . . touching the said Observatory . . . . . as shall, in their judgment, be conducive to the credit of our Observatory and to the promotion of astronomical and nautical science." Even without this instruction, the Board of Visitors would have had no hesitation in referring to the Lords Commissioners of the Admiralty as the body indicated by personal and official position, and by daily requirements, to be the department of state to which questions of this character may properly be referred. As regards the promotion of chronometric navigation in particular, they remark that the Lords Commissioners of the Admiralty, in systematically encouraging by high prices the production of excellent chronometers, and in supporting the expense which attends the careful examination of competing chronometers, have given abundant proof of the interest with which they regard these important auxiliaries to navigation. And they are confident that their Lordships will receive with indulgence the proposal now made, of which the object is to improve the accuracy and to extend the advantages of chronometric navigation.

2. It is well known to their Lordships that, after every care has been taken for the mechanical construction of a chronometer and the determination of its rate on shore, the rate of the same chronometer is in almost every instance altered as soon as the chronometer is exposed to the motion of the ship at sea. The supplying to mariners an easy and accurate method of determining the errors (and consequently the rates) of their chronometers after a few days' navigation (which rates they may be expected to retain with small alteration during a voyage), will therefore be a boon of great value to navigation, as far as it relies on the use of the chronometer.

3. Remarking the salient outline of the Start Point, and understanding from general report of nautical men, as well as from occasional observations made by members of their own body, that almost every ship of the vast marine which is continually passing down the Channel makes sight of the Start Point; remarking also that the distance of this Point from the Downs and the mouth of the Thames implies that a few days have usually been spent at sea before the Start is sighted; and that in most instances the coast is not again seen in the outward voyage; the Board of Visitors conceive that the Start Point is particularly well adapted for the exhibition of signals from which true Greenwich time may be inferred. The form and elevation of the promontory are also favourable for that purpose; and as, at the usual speed of even a fast ship, it is probable that the Start Point will be in sight for one hour, the Board of Visitors consider that the exhibition of an hourly time signal at the Start Point would afford certain means for the regulation of chronometers to almost every outward-bound ship passing down the Channel.

4. The

4. The Astronomer Royal, who has had extensive experience in the exhibition of time signals at distant points by means of galvanic currents, originating at the Royal Observatory of Greenwich and transmitted along the ordinary telegraph wires, states to the Board of Visitors that there is no difficulty in providing for the effective and accurate operation of such a signal. The following is a general outline of the plan proposed by him. That by the use of existing wires, with small modifications in the Admiralty Telegraph Office, currents be sent from the Royal Observatory to the Devonport Telegraph Office at Mount Wise, giving information to the Devonport telegraph superintendent for the daily correction of the Devonport clock. That the Devonport clock do automatically report its state at least twice every day to the Royal Observatory. That, as the accuracy of the Devonport clock will thus be ensured, the Devonport clock do automatically send the currents by which the time ball on the Start Point will be dropped. That these currents do pass along a new wire from Devonport by way of Torquay and Dartmouth to the Start, the existing poles being used as far as Dartmouth, and new poles being erected between Dartmouth and the Start. That the drop of the time ball do automatically return a signal to Devonport, there to be recorded on a barrel, which will periodically be sent to the Royal Observatory for examination. The length of wire, through which the signal-dropping current would pass, would be less than one-half of the length of wire from the Royal Observatory to Deal, the currents through which (when not otherwise interrupted) very rarely fail to drop the time signal at Deal. The locality proposed for the erection of the signal is a rock called "The Boy," in rear of the Start Lighthouse.

5. It will at once be seen that the connections here described give the means of exhibiting a time signal at Devonport, whether on Mount Wise (which would be most convenient and least expensive) or on the Devonport Column (which would be most extensively visible).

6. It is not unworthy of remark that, in the event of the Lords Commissioners of the Admiralty deciding to establish a coast telegraph for military purposes, the existence of the proposed telegraph poles from Dartmouth to the Start would afford facility for an important part of the line of communication. It is also stated by the agents who have examined the line that there is a great desire among the mercantile inhabitants of Dartmouth to maintain telegraphic communication, for commercial purposes, with the Start; and that a concession of the privilege of placing other wires upon the same poles would probably ensure the goodwill of the owners of land and of road surveyors, &c.

7. The Astronomer Royal has taken great pains to form an approximate estimate of the expense; and, although there must be some uncertainty in arriving at a conclusion in regard to such a secluded station, yet, as the telegraph portion has been supplied from the examination of the ablest telegraph consulting engineers, and as the estimate for erections has been based upon documents which the Corporation of Trinity House have most liberally furnished, there is reason to think that the general estimate will not be greatly in error. The principal heads of expense are detailed in a letter from the Astronomer Royal to the Secretary of the Admiralty, dated 21st December 1861. The estimated expense of outfit (including 250 *l.* for a time signal at Mount Wise) is 2,017 *l.*, and the estimated annual expense 326 *l.*, which sums, in the opinion of the Board of Visitors, are small in comparison with the benefits which might be expected to follow such an establishment.

8. The Board of Visitors, however, remark that this estimate applies only to the exhibition of day signals, to which they would propose, in the first instance, to restrict the operations. There is no difficulty in extending the same system to night signals, and for that object very little would be added to the outfit expense; but the annual expense would be increased.

9. Finally, the Board of Visitors ask leave to submit the considerations of this memorial to the judgment of his Grace the First Lord and of the Lords Commissioners of the Admiralty, and to express their hope that the reasons which they have adduced will justify their request for the sanction of the proposed system of hourly time signals on the Start Point.

The Secretary to the Marine Department, Board of Trade, to the Secretary to the Admiralty.

Sir, Board of Trade, 31 December 1862.

I AM directed by the Lords of the Committee of Privy Council for Trade to acquaint you, for the information of the Lords Commissioners of the Admiralty, that my Lords have had under consideration the scheme submitted by the Astronomer Royal for the erection and maintenance of time signals hourly at the Start Point, in connection with a scheme for similar signals daily at Devonport, and also a memorandum by the Hydrographer, dated 14th June last, on the subject.

As this memorandum mentions that the signal at Devonport would be chiefly for Her Majesty's ships, my Lords in their inquiries have confined themselves to the cases of the Start Point signal.

My Lords have thought it right to take the opinions of those most interested in the subject, and have delayed their answer till they could obtain these opinions.

They have consulted the Trinity House, Lloyds' Committee, the Local Marine Board, and the General Shipowners' Society in London, and the Shipowners' Societies in the Tyne. A list of their opinions, briefly stated, is annexed. It will be seen that most of them are favourable to the scheme, though the London Local Marine Board are opposed to it. The Liverpool Underwriters' Association though not asked for their opinion, have, as will be seen, expressed themselves favourable to the proposal.

My Lords have themselves no doubt that these signals would be valuable to a certain class of British ships, and also to a certain class of foreign ships coming from the North Sea down Channel.

A further question for the Board of Trade was, whether they could properly apply any funds at their disposal for the purpose; but as the only fund in their hands is the Mercantile Marine Fund, and as the application of that fund is limited by statute to the service of "seamarks," managed by the general lighthouse authorities, that fund could not be applied to the purpose of the proposed time signals unless they could be brought within the above definition. But since the Trinity House have refused to connect them with their lighthouse establishment at the Start, or indeed to have anything to do with them, they cannot possibly be brought within the above definition, and my Lords therefore cannot hold out any hope of assistance from the Mercantile Marine Fund.

Another reason for refusing assistance from that fund is to be found in the fact, that whilst all vessels passing the English coast and bound to or from English ports contribute to the Mercantile Marine Fund, a small number only would derive benefit from the proposed signals.

Under these circumstances it would seem that the only means of carrying into effect the valuable suggestions of the Astronomer Royal and the Hydrographer, will be to obtain a special vote from Parliament for the purpose.

I have, &c.

The Secretary to the Admiralty. (signed) *T. H. Farrer.*

LIST of OPINIONS referred to in Board of Trade Letter, 31 December 1862.

7968. LLOYDS', 12th July 1862—Say that the subject appears to them more likely to interest shipowners than underwriters.

8082. Trinity House, 15th July 1862—Say that they are of opinion that in many cases it would be advantageous to passing ships to be enabled, by the observation of such signals, to regulate their chronometers; that they feel reluctantly compelled to decline undertaking the responsibility of the work, and that they feel unable to estimate even approximately the original or annual cost.

8164. London Local Marine Board, 18th July 1862—Say that they do not think the plan desirable, on the following grounds:—

1. That, as regards the Port of London, the time between a ship's sailing and passing the Start is too short for obtaining a satisfactory sea rate for chronometers.
2. That chances of collision would be increased by tendency to draw ships to the Point.

South

South Shields Shipowners' Society, 27th August 1862—Say that they approve of the scheme, and are of opinion that the signals would be of considerable advantage to the shipping interest. 9591.

General Shipowners' Society, 4th September 1862—Say that the time signal, in their opinion, may prove advantageous to shipping frequenting that part of the coast. 9859.

Liverpool Underwriters' Association, 4th November 1862—Say that their attention has been called to the benefit of a connection between Greenwich and points on the south coasts of England and Ireland, enabling ships' masters to ascertain the true time; they believe the system would be of much service, and hope the subject will be favourably considered. 11999.

Sunderland Shipowners' Society, 19th November 1862—Say that they are decidedly of opinion that the time signals would be of great value to shipping, and would be duly appreciated. 12597.

The Secretary to the Admiralty to the President of the Royal Society.

Sir, Admiralty, 25 May 1863.

With reference to the proposition of the Astronomer Royal to establish time signals at the Start, which you submitted to the Duke of Somerset in June last, on the occasion of your heading a deputation of the Visitors of the Royal Observatory to press the subject on the consideration of the Government, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that on communicating with the Lords of the Committee of Privy Council for Trade, it appears that they have no funds at their disposal that can be applied to such a purpose, and my Lords therefore regret that no hopes can at present be entertained of carrying the proposition into effect.

I am, &c.

General Sabine, &c. &c. &c. (signed) *W. G. Romaine.*
Royal Society.

The Astronomer Royal on a Proposed Establishment of Hourly Time Signals on the Start Point.

Royal Observatory, Greenwich,
My Lord, 5 December 1863.

It will be in the recollection of my Lords Commissioners of the Admiralty that a correspondence has taken place between their Lordships' secretary and myself, extending over several years, on the question of establishing hourly time signals on the Start Point for the benefit of outward bound ships passing that Point, such signals to originate from and derive their authority from the Royal Observatory; and that on the 16th June 1862, a deputation from the Board of Visitors of the Royal Observatory waited on his Grace the Duke of Somerset, and submitted to his Grace a memorial in which the advantage of the proposal and the mode of carrying it out were explained, and the adoption of the scheme was commended to his Grace's favourable consideration.

2. From the minutes of the meeting of the Board of Visitors at their visitation of the Royal Observatory on 6th June 1863, it appears that communications on this subject had taken place between the Lords Commissioners of Admiralty and the Lords of the Committee of Privy Council for Trade; and the letter of the Secretary of the Admiralty to the President of the Royal Society (official chairman of the Board of Visitors), adverting to these communications, states, in conclusion, "It appears that they have no funds at their disposal that can be applied to such a purpose, and my Lords therefore regret that no hopes can at present be entertained of carrying the proposition into effect."

Secretary to Admiralty to Major General Sabine. 25 May 1863.

3. As the inability to undertake the proposed establishment is ascribed only to the temporary want of funds applicable to its expenses, it would seem that there is yet opening for their Lordships' consideration of the general question, the immediate result of a favourable decision being the application to Parliament (through the form of the Navy Estimates) for the necessary moneys.

4. I have the honour, therefore, to request that you will be pleased to move their Lordships to consider the general question, with the view of deciding whether it shall appear fit to insert in the Navy Estimates for the year 1864-65 such sums as will enable them to direct the commencement of the work.

5. For the reasons for the undertaking and the mode of executing it, I would ask leave to refer to the memorial presented on 16th June 1862. The expense was therein estimated at 2,017 *l.* for outfits, and 326 *l.* annually; but it is believed that there is much uncertainty on these amounts.

I have, &c.
(signed) *G. B. Airy.*

Admiral Lord Clarence Paget, C.B.,
&c. &c. &c.
Secretary of the Admiralty.

The Secretary to the Admiralty to the Astronomer Royal.

Sir, Admiralty, 9 December 1863.

I HAVE received and laid before my Lords Commissioners of the Admiralty your letter of the 5th instant, urging the advantage of establishing hourly time-signals at the Start, as recommended by the Board of Visitors of the Royal Observatory in 1862, and suggesting that provision may be made in the Estimates of the ensuing year for carrying out the scheme, and I am commanded to acquaint you that their Lordships have reconsidered the subject, and they must adhere to their former decision.

I am, &c.
(signed) *W. G. Romaine.*

The Astronomer Royal,
Greenwich.

The Secretary to the Board of Visitors of the Royal Observatory to the Secretary to the Admiralty.

Sir, Admiralty, 6 June 1864.

IN compliance with a resolution of the Board of Visitors of the Royal Observatory, passed at the Annual Visitation in 1864, I have the honour to forward to you herewith, for the information of the Lords Commissioners of the Admiralty, the accompanying copy of the proceedings of that Board at the Annual Visitation of that establishment on Saturday the 4th instant, and I am to request your attention to the resolution therein concerning Time Signals at the Start Point.

I have, &c.
(signed) *A. B. Becher,*
Secretary to Board of Visitors,
Royal Observatory.

W. G. Romaine, Esq., C.B.,
&c. &c. &c.

RESOLUTION of the Board of Visitors, dated 4 June 1864, concerning Time Signals at the Start Point.

Resolved,—That the Board of Admiralty be requested to make application to the Government to provide the necessary funds for establishing the Time Signals at the Start Point, proposed to the Board of Admiralty by this Board on the 16th of June 1862.

EXTRACT from REPORT of the Astronomer Royal to the Board of Visitors of the Royal Observatory, Greenwich, 4 June 1864.

TIME SIGNALS proposed for Exhibition at the Start Point.

IT will be remembered by the Board of Visitors that, after consideration of the reasons which I adduced, and the methods of galvanic communication and manipulation which I explained, the Board, at their Visitation of 1862, deputed a selection of their members, accompanied by myself, to wait on his Grace the First Lord of the Admiralty, and to request his favourable attention to the proposal; and that in the course of the summer of 1862, an answer was received, conveying the substance of communications referring to this proposal which had passed between the Board of Admiralty and the Board of Trade, of which the conclusion was, that the Board of Trade possessed no funds applicable to the defraying of the expenses attending the execution of the scheme. This answer was not laid before the Board of Visitors, or known to myself, till the Visitation of 1863. As it did not fully explain the intentions of the Board of Admiralty, I applied to them in the autumn of 1863, requesting to be informed whether the Admiralty considered as possible the establishment of these time-signals under their own authority; and I received their reply that they do not at present contemplate that measure.

Trusting that the establishment of these signals is only deferred for a few years, and thinking it probable that advantage may result to the system which will hereafter be adopted, from a publication of some details of the plan on which I had proposed to act now, I will here state the general principles of the arrangement on which I had provisionally decided.

The Admiralty possess telegraphic wires passing underground from the Admiralty Telegraph Office in Whitehall through the principal street of Deptford, towards Deptford Dockyard, Woolwich, and more distant places. The Royal Observatory possesses telegraphic wires passing from the Observatory to a house in Deptford called Gothic House, through which one of the Admiralty wires is led; and here, at any moment, such communications of wires can be made, that the galvanic currents from the Admiralty will all pass to the Observatory and back to the Gothic House (by what is technically called "a loop"), and thence proceed towards Deptford Dockyard and Woolwich.

When an interruption is made at the Observatory, then currents can be sent direct from the Observatory to the Admiralty Telegraph Office.

The wire of the Deptford speaking-instrument in the Admiralty Telegraph Office can be joined with a wire of the Devonport speaking-instrument in the same office. The wire from the Telegraph Office to Devonport is continuous, and is good, liable only to some interruptions from occasionally receiving the spray of the sea beyond Exeter.

When these connexions are made, there is unbroken metallic communication from the Royal Observatory to the Admiralty Office at Devonport; sufficiently good to insure the transmission of Greenwich signals with the regularity required for giving the information by which the Devonport Superintendent can adjust his clock; and also sufficiently good to insure the transmission of automatic signals from the Devonport clock to Greenwich, by which the officers of the Royal Observatory will see the error of the Devonport clock; but not sufficiently good to insure the regular dropping of a time signal at the Start, if wires should be continued from any part of the Devonport telegraph wire to the Start.

The distance, however, from Devonport to the Start is so much less, that it may be expected that no difficulty will be experienced in dropping a time signal at the Start by the agency of a galvanic battery and automatic clock at Devonport.

The first section, then, of the proposed operations must consist in such arrangements as will secure the accuracy of a clock at Devonport, and the second section must consist in such arrangements as will secure the accuracy (by automatic action of that clock), of the signal-drop at the Start, and will also secure a register at Devonport (by automatic action of the Start mechanism) of the actual success of the signal-drop, in a form which will admit of convenient transmission to the Royal Observatory of Greenwich.

For the first section, three arrangements are to be made. (1.) About the time of each of the proposed communications from Greenwich to Devonport, or from Devonport to Greenwich (in all, three times or four times every day), for a few minutes at each time, an automatic clock at Greenwich must interrupt the Greenwich loop, and must connect the Greenwich Motor Clock with the Deptford wire to the Admiralty; and an automatic clock at the Admiralty must interrupt the communications of that Deptford wire with its speaking-instrument, and of one Devonport wire with its speaking-instrument, and must connect the Deptford wire with the Devonport wire. (2.) At the times arranged for signals from Greenwich to Devonport, the Motor Clock at Greenwich must for an instant automatically take its wire from earth and connect it with a galvanic battery. (3.) At the times arranged for signals from Devonport to Greenwich, the Devonport clock must for an instant automatically take its wire from earth and connect it with a battery. All these arrangements are very easy, and their action is practically infallible.

The Devonport clock would probably require a small mechanical correction every day (to remove the error, arising from unsteadiness of rate; which error the attendant would ascertain by observation of the Greenwich signals). This is best done, as at Greenwich, by fixing on the pendulum a magnet, of which one pole swings above a galvanic coil; a galvanic current, sent at pleasure through the coil, produces attraction or repulsion, according to the nature of the current sent; and the clock is accelerated or retarded. The current must be kept in action till the clock-error is perfectly corrected.

In this manner, it was presumed accuracy would be insured in the state of the Devonport clock sensibly equal to that of the Greenwich Motor clock; and thus Devonport might be adopted as basis for the operations by which the Start time signal would be actually dropped.

For the second section, the arrangements would be the same as those between Greenwich and Deal. There must be a clock at the Start, by which the resident at the Start would be guided in order to raise the Start signal at the proper time before each hour; there must be a relay and a local battery; the Devonport clock, by mechanism similar to that of the Greenwich Motor Clock, must automatically send a current accurately at every hour, which will work the relay and put the local battery in connection; and the action of the local battery must withdraw the detent on which the time-signal is lodged, and thus drop the signal; and the signal, shortly before reaching its lowest point, must (by what is called a "tapper-apparatus") so change the connections of the battery that an instantaneous current will be sent to Devonport. These arrangements are found, in practice, to work without failure.

It was proposed that the time signal at the Start should be a skeleton-ball about eight feet in diameter, dropped through a space of 12 or 16 feet. The locality selected for it is a rock behind the Start lighthouse, called "The Boy." The height of the mast on which it should be raised would be determined after inspection from the sea; but no great height would in any case be necessary. It was proposed to commence with day-signals only; but night-signals would be given by a mere change of galvanic communications at the Start, which would enable the galvanic current to drop a small weight, whose fall would fire a quantity of gunpowder sufficient to produce a flash visible at the distance of several miles.

For the Devonport record of the currents sent by the action of the tapper-apparatus at the Start, the following mechanism was proposed. The Devonport clock was to give rotation to a small barrel, perhaps three inches long, and three inches in diameter, covered with paper. This barrel was to revolve in a time differing from 1h by a small quantity, say by $\frac{1}{900}$ part, which would easily be given by the 60-minute spindle of the clock, carrying a wheel of 30 teeth acting in one of 29 teeth, the latter wheel being fixed to one of 30 teeth acting in the barrel wheel of 31 teeth. The Devonport clock also was to give slow motion by a screw to the frame carrying an indicator which would be made to travel nearly from one end of the barrel to the other in 24 hours. That indicator would be made to impress a point on the barrel by the instantaneous current from the tapper-apparatus. It will be seen that the 24 signals given in the course of one day, if at perfectly uniform intervals, describe on the barrel a spiral very little inclined to the axis. Any departure from uniformity to the extent of three seconds

seconds of time would immediately be visible to the eye; and this would be sufficient to give evidence on the correctness of management of the ball. At the end of 24 hours exactly, the barrel would have performed $24 + \frac{24}{900}$ revolutions. In preparation for the commencement of a second day, the attendant must draw back the travelling indicator-frame to the beginning of the screw, and then the indicator would in the course of the second day describe another spiral at the distance $\frac{24}{900} \times$ circumference of barrel from the former. This retraction of the indicator-frame is the only daily operation, referring to the register, which is required from the attendant. At the end of each month, the barrel must be removed and replaced by another; the paper covering is then to be taken off and sent to the Astronomer Royal. For the indicator I proposed to use a mechanism (suggested to me by Professor Wheatstone) in which the bottom of a small cistern of ink is perforated with a single hole too small to permit the escape of the fluid ink; the action of the galvanic current thrusts a small wire through this hole, and the end of the wire carries a small film of ink which impresses a dot upon the barrel-paper.

In selecting a course for the telegraph wires from Devonport to the Start, it was proposed, under the advice of the best telegraph engineers, not to take the shortest line (which would be, to return towards London as far as the Kingsbridge-road station, and then to pass by an inland road directly towards Kingsbridge, and the Start Point), but to make use of existing poles to Newtown Junction, Torquay, and Dartmouth, from which place the extent of telegraph line upon new poles would be small.

The following collateral advantages would attend the establishment of this system of signals. Accurate time currents would be given at Devonport, which could be made subservient to the public exhibition of time signals, either at Mount Wise or on the Devonport Column. A commencement would be made of coast telegraph, available for military purposes. Facilities would be given for a commercial telegraph from the Start Point to Dartmouth, much desired by persons connected with the mercantile marine.

23 May 1864. *G. B. Airy.*

MEMORANDUM respecting Board of Visitors' Recommendation for Time Signals on the Start Point.

16 June 1864.

THE suggestion of the Board of Visitors of the Royal Observatory, that accurate time signals should be established between Greenwich, Devonport, and the Start Point, has been more than once brought under the notice of the Board, together with the opinions of the late Hydrographer, the Board of Trade, the Trinity House, and the various maritime bodies of the United Kingdom, on the proposition, which may be said to have been generally favourable to it, but hitherto their Lordships have declined to accede to the suggestion.

The Board of Visitors again bring the subject forward, and the Astronomer Royal strongly urges the necessity of it.

No one can deny that in a scientific point of view it would be desirable that we should have the Greenwich time at Devonport and at every seaport in the kingdom, within the fraction of a second, nor can it be doubted that it would be of advantage that accurate Greenwich time should be shown from a salient headland like the Start, and many others; and that passing outward-bound ships would avail themselves of it with a view to verify the rate of their chronometers.

We have a time ball at Greenwich, Deal, Portsmouth, and Devonport, and ships at any of these ports may by such means rate their chronometers on board if they remain at either a sufficient time. The time at Devonport and Portsmouth at present is not regulated from the Greenwich clock, but is ascertained locally, and therefore cannot pretend to strict accuracy.

The time balls at Portsmouth, at Devonport, and the Downs, are doubtless of great benefit to ships of war.

The utility of those that are established, or that may be established at the other ports, would be almost entirely confined to the commercial marine; and it is for their Lordships to consider whether it comes within their province to recommend the appropriation of a grant for such a purpose.

I repeat that I think, in a scientific point of view and also in the interest of navigation, it would be very desirable that correct Greenwich time should be transmitted, through galvanic agency, to every great seaport in the kingdom, and there appears but little doubt that sooner or later this will be accomplished; and I can only add, that the present scheme of the Astronomer Royal would be the most desirable first step towards it.

It is to be questioned, however, whether the establishment of lines of telegraphic communication between our great seaports and garrisons and the salient points of the coast, as a strategic measure, is not of still greater importance; and whether the conveyance of the true Greenwich time should not follow or become subservient to it, or that the two together should be carried out at the joint expense of the departments of the Government most interested.

*See 21 December 1861.

I append to this Memorandum the Astronomer Royal's former letter* on the subject, by which it appears that he estimates a sum of about 2,000 *l.* would cover the first outlay, if the proposition of the Board of Visitors is adopted, and a further sum of about 330 *l.* annually for its maintenance.

(signed) *Geo. Henry Richards,*
Hydrographer.

Secretary of the Admiralty to the Secretary to the Board of Trade.

Sir, Admiralty, 21 June 1864.

With reference to former correspondence, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that the Board of Visitors of the Royal Observatory have again called the attention of my Lords to the desirability of time signals being established at the Start Point, and I am to transmit, for the information of the Lords of the Committee of Her Majesty's Privy Council for Trade, a copy of a Report from the Hydrographer to the Admiralty on the subject.

With regard to the last paragraph in your letter, dated 31st December 1862, relative to the expenses of the establishment of such signals, I am to acquaint you that as the advantages attending the same would be much greater for the Mercantile Marine than for Her Majesty's ships, my Lords are of opinion that the question is rather for the decision of the Board of Trade than of the Admiralty.

I am, &c.
(signed) *C. H. Pennell,*
Pro Secretary.

The Secretary of Board of Trade.

The Secretary to the Board of Trade to the Secretary of the Admiralty.

Sir, Board of Trade, 26 July 1864.

I am directed by the Lords of the Committee of Privy Council for Trade, to acknowledge the receipt of your letter of the 21st ultimo, with regard to the establishment of time signals at the Start Point, enclosing a copy of a report from the Hydrographer to the Admiralty on the subject, and stating that as the advantages attending the same would be much greater for the Mercantile Marine than for Her Majesty's ships, the Admiralty are of opinion that the question is rather for the decision of the Board of Trade than of the Admiralty.

In reply, I am to acquaint you that, as intimated in this Board's letter of the 31st December 1862, my Lords have no authority to apply any portion of the Mercantile Marine Fund to the proposed object, and that it does not appear to them

them that any such advantage to the general shipping of the United Kingdom is to be expected from the establishment of the time signals in question as would justify this Board in applying to Parliament for sanction to charge the expense upon the Mercantile Marine Fund.

It appears to this Board, that what is proposed may properly be viewed as an extension of the duties of the Astronomer Royal, and that any vote for the purpose might therefore appropriately be proposed by the Admiralty.

My Lords concur with the Hydrographer in thinking that the establishment of lines of telegraphic communication between our naval and military arsenals and garrisons and the salient points of the coast, as a strategic measure, is of more immediate national importance than the establishment of Greenwich time signals; and supposing this object undertaken by the departments in charge of those branches of the public service, the expense of enlarging the duties of the Astronomer Royal in the manner suggested would be comparatively slight.

I have, &c.
(signed) *James Booth.*

The Secretary to the Admiralty to the Astronomer Royal.

Sir, Admiralty, 29 July 1864.

With reference to previous correspondence in regard to a time ball at the Start, I am commanded by my Lords Commissioners of the Admiralty to acquaint you that having communicated with the Board of Trade thereupon, they have received a reply to the following effect:

"That it does not appear that such advantage to the general shipping of the United Kingdom is to be expected from the establishment of the time signals in question as would justify the Board in applying to Parliament to sanction the expense being charged upon the Mercantile Marine Fund."

I am, &c.
The Astronomer Royal. (signed) *W. G. Romaine.*

PAPERS

RELATING TO

TIME SIGNALS ON THE START POINT.

(*Mr. Graves.*)

Ordered, by The House of Commons, *to be Printed,*
10 *August* 1866.

502.

Under 2 *oz.*

PILOTAGE.

A RETURN,

(For the Year ending 31 December 1865:)

— 1. —

"Of all Bye-Laws, Regulations, Orders, or Ordinances relating to Pilots or Pilotage for the Time being in force, issued by the respective Pilotage Authorities in the United Kingdom:"

— 2. —

"Of the Names and Ages of the Pilots or Apprentices licensed or authorised to act by the respective Pilotage Authorities, and of all Pilots or Apprentices acting either mediately or immediately under such Authorities, whether so licensed or authorised or not:"

— 3. —

"Of the Service for which each Pilot or Apprentice is licensed:"

— 4. —

"Of the Rates of Pilotage for the Time being in force at the Ports under the Jurisdiction of the respective Pilotage Authorities, including therein the Rates and Descriptions of all Charges upon Shipping made for or in respect of Pilots or Pilotage:"

— 5. —

"Of the Total Amount received for Pilotage at the respective Ports aforesaid; distinguishing the several Amounts received from British Ships and from Foreign Ships respectively, and the several Amounts received in respect of different Classes of Ships paying different Rates of Pilotage, according to the Scale of such Rates for the Time being in force, and the several Amounts received for the several Classes of Service rendered by Pilots; and also the Amount paid by such Ships (if any) as have, before reaching the Outer Limits of Pilotage Water if Outward bound, or their Port of Destination if Inward bound, to take or pay for Two or more Pilots, whether licensed by the same or by different Pilotage Authorities; together with the Numbers of the Ships of each of the several Classes paying such several Amounts as aforesaid:"

— 6. —

"Of the Receipt and Expenditure of all Monies (if any) received by or on behalf of the respective Pilotage Authorities aforesaid, or by or on behalf of any Sub-Commissioners appointed by them, in respect of Pilots or Pilotage."

In continuation of Parliamentary Paper, No. 243 *of* 1865.

(PRESENTED PURSUANT TO ACT OF PARLIAMENT.)

Ordered, by The House of Commons, *to be Printed,*
23 *July* 1866.

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ABSTRACT

OF THE

RETURNS RELATING TO PILOTS AND PILOTAGE,

WITH RESPECT TO SUCH

PORTS AND PLACES AS ARE UNDER THE PILOTAGE JURISDICTION

OF

THE CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND,

In pursuance of the Merchant Shipping Act, 1854.

For the Year ending 31 December 1865.

ENGLAND AND WALES.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND.

LIST of the Acts or Authorities by which PILOTAGE JURISDICTION is exercised by the CORPORATION of TRINITY HOUSE of DEPTFORD STROND.

See p. 1 of Parl. Paper, No. 416 of 1864.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

AN ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on b

(Prepared in pursuance of sect

RECEIPT.

	£. s. d.	£. s.
Dividends:		
One year's dividend on 90,593 *l.* 12 *s.* 10 *d.* capital, New 3 per Cent. Annuities -	- - -	2,717 16
Dues and Rates:		
Amount received on annual renewal of licenses to pilots in districts not under the superintendence of Sub-Commissioners - - - - - - - - -	950 15 6	
Poundage on pilots' earnings collected at London and the Outports - - -	3,250 4 11	
Dues on turns of pilotage paid by pilots at the Cinque Ports - - - -	1,065 7 –	
		5,266 7
Annual payments in lieu of death-money by the pilots at the Cinque Ports licensed prior to 1st October 1853 - - - - - - - - - - - - - -	- - -	549 –
Miscellaneous:		
Amount of balances proceeding from the receipt and payment of pilotage of foreign vessels in the Port of London - - - - - - - - - - -	197 4 –	
Balance of fees received on the issue and renewal of pilotage certificates, and on grant of new licenses and extended qualifications for the Port of London and Channels leading thereto, and at the Outports, after deducting charges - -	327 18 8	
Fines and penalties - - - - - - - - - - - - - -	– 18 9	
Balance of fees on choice letters - - - - - - - - - -	63 – –	
Discount on stamps - - - - - - - - - - - - - -	– 18 –	
		589 19
TOTAL RECEIPT for the Year - - - £.		9,123 3
Surplus from 1864 - - - - - - - - -		251 6
Deficiency, carried to next Account - - -		330 14
TOTAL - - - £.		9,705 3

Trinity House, London, E.C.,
8 August 1866.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

e *Trinity House*, in respect of PILOTS or PILOTAGE, in the Year ending 31st December 1865.
Act 17 & 18 Vict. c. 104.)

EXPENDITURE.

	£. s. d.	£. s. d.
nses of carrying the Act into execution:		
Salaries and allowances to officers in London and at the Cinque Ports - -	1,782 – –	
Stationery, stamps, printing, and incidental expenses - - - - -	231 4 1	
Law charges - - - - - - - - - - - - - - -	46 5 4	
		2,059 9 5
ions and Allowances:		
To superannuated pilots, their wives, widows, and children, and occasional relief to ditto during the year, at London and the Outports (except the Cinque Ports) - - - - - - - - - - - - - - -	4,274 6 4	
To ditto at the Cinque Ports, including superannuation allowance to Mr. James Wood, formerly clerk in the pilotage station at Dover - - - - -	1,593 8 5	
		5,867 14 9
house Establishment:		
Pensions and allowances to superannuated pilots, their wives or widows, inhabiting thirteen almshouses at Mile End - - - - - - - - - -	428 14 2	
Cost of repair and maintenance of said houses - - - - - - -	60 14 8	
		489 8 10
t Stations:		
Cost of repair and maintenance of those at Deal, Dover, and the Isle of Thanet - - - -		287 10 9
ments to appointees of Cinque Ports pilots on their decease - - - - - - - - -		1,001 – –
TOTAL EXPENDITURE for the Year - - - £.		9,705 3 9

P. H. Berthon, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LONDON DISTRICT.

NAMES and AGES of PILOTS licensed for the *London* District.

NAMES.	AGES.	LIMITS OF LICENSE.
Butchart, George	54	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge; also from Orfordness across the the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.
Dumlin, Edward T.	64	
Hindhaugh, William	62	
Irvine, James (1)	65	
Irvine, James (2)	52	
Lowery, Thomas	51	
Moore, William Coates	46	
Storey, John Ogilvie	47	
Strachan, Robert	63	
Blyth, George	52	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour, and from the Downs to the westward as far as the Isle of Wight, and from the Isle of Wight up to London Bridge.
Brack, George	53	
Daines, William	44	
Glanfield, F. W.	52	
Johnson, John	44	
Jones, Thomas	54	
Leigh, Thomas	44	
Martin, Mark	44	
Martin, Thomas	38	
Paton, James	50	
Pidgeon, Edward W.	59	
Small, John	68	
Thompson, Charles	52	
Thompson, George James	62	
Wheeler, Richard	53	
Gray, James	52	From London Bridge down the River Thames, and the North, South, and Queen's Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and in and out of Ramsgate Harbour; also from Orfordness across the North Sea, and up the Baltic and Gulf of Finland to Cronstadt.

NAMES.	AGES.	LIMITS OF LICENS
Bishop, Thomas Charles	49	From London Bridg the River Thames, and th South, and Queen's Cl and round the Long Sar into the Downs, and in of Harwich Harbour; the navigation at the the Goodwin Sands, ro South Sand Head, and out of Ramsgate Harbou
Boxer, Michael	64	
Daff, John Thomas	44	
Davie, William	40	
Davison, John	56	
Emerson, Thomas	77	
Garrick, Thomas	48	
Grove, Joseph T.	53	
Hambleton, J. W.	60	
Huntley, Charles	46	
Kendrick, G. E.	42	
Pentin, J. Dodds	53	
Smith, Joseph Alexander	65	
Speeding, William	47	
Stocks, Thomas	59	
Atkinson, Wm. Francis	60	From London Bridg the River Thames and Channel into the Down for the navigation at t of the Goodwin Sands the South Sand Head i Downs, and into Ramsg bour; and from the D the westward as far as of Wight, and from the Wight up to London Br
Bebrouth, John	49	
Bramston, George	45	
Bramston, James	46	
Grant, Andrew	48	
Mumford, Henry B.	57	
Spence, Wm. Alexander	49	
Spurgin, William	46	
Thomas, John	45	
Beech, Thomas C.	52	From London Bridg the River Thames and Channel into the Down for the navigation at t of the Goodwin Sands the South Sand Head Downs, and into Ramsg bour.
Cooper, Gerard	45	
Duck, Richard	57	
Mather, Robert	45	
Maxwell, J. F.	48	
Minter, Thomas	54	
Mowbray, W. W.	51	
Pentin, P. M.	48	
Roxberry, Henry	44	
Smith, Alex. Joseph	64	
Smith, John George	53	
Banks, Thomas F. A.	43	From Gravesend do River Thames, and No South Channels, and ro Long Sand Head into the and into and out of Harw bour; also for the navi the back of the Goodwi round the South Sand H the Downs, and into H Harbour; also from Du through the South Cha Gravesend.
Barfield, W. J.	42	
Barton, W. R.	—	
Bennett, John	42	
Burton, Richard H.	30	
Clark, Edward O.	43	
Couch, Edward	39	
Daines, Oswald T.	39	
Dodds, W. B.	43	
Fairburn, J.	37	
Fiddemann, Henry	43	
Gray, David	41	
Gray, Joseph	37	
Harrison, William	41	
Lewis, W. J.	38	
Lowery, Alice *alias* Amos	40	
Lyle, Edmund	38	
Miller, William	41	
Robson, William	41	
Romley, R. S.	38	
Smith, Alfred	29	
Smith, W. J.	34	
Snelling, W.	39	
Tinn, John	32	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
DON DISTRICT—*cont^d.*		
. L. - -	28	From Gravesend down the River Thames and South Channels to Dungeness, and *vice versâ*; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour.
C. O. - -	39	
George - -	58	
enry - -	27	
M. J. - -	42	From Gravesend down the River Thames, and the North and South Channels, and round the Long Sand Head into the Downs, and into and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head into the Downs, and into Ramsgate Harbour; also from the Downs westward as far as the Isle of Wight, and from the Isle of Wight to Gravesend.
Francis - -	39	
R. G. - -	32	
J. E. - -	43	
Edward - -	42	
J. - - -	32	From Gravesend down the River Thames and the North Channel to Orfordness, and in and out of Harwich Harbour.
A. R. - -	32	
J. - - -	33	
Thomas - -	34	
John -	32	
, R. Christopher	57	
J. - - -	38	
, John Thomas -	47	
John - -	55	
eld, Charles -	34	
eld, James -	68	
eld, James, jun.	41	
. R. - -	37	
n, Edward -	44	
, Amos - -	49	
omas A. - -	65	
James - -	71	
John - -	49	
arles - -	53	
George - -	59	From London Bridge down the River Thames to Gravesend, and back to London Bridge.
n, Charles T. -	49	
ill, W. T. - -	36	
n, W. - -	51	
Alfred - -	38	
Daniel - -	54	
George - -	33	
Thomas - -	45	
James - -	33	
John - -	52	
son, J. - -	62	
son, William -	56	
J. W. - -	56	
on, E. - -	56	
C. - - -	50	
. H. - - -	47	

NAMES.	AGES.	LIMITS OF LICENSE.
LONDON DISTRICT—*cont^d.*		
Jackson, D. - - -	64	From London Bridge down the River Thames to Gravesend, and back to London Bridge.
Jameson, Henry - -	52	
Kindred, James - -	45	
Larnder, G. R. - -	39	
Lawson, James - -	51	
Lygo, Richard - -	46	
Martin, J. B. - -	41	
Martin, Joseph (1) -	48	
Martin, Joseph (2) -	39	
Mee, Alexander George -	34	
Mee, Alfred T. - -	36	
Milton, P. J. - -	33	
Pascoe, W. W. - -	56	
Pattison, Frederick -	44	
Posgate, Richard B. -	52	
Pritchard, J. - -	33	
Ramshaw, G. P. - -	57	
Ross, Alexander D. -	45	
Ross, Richard V. - -	51	
Roxberry, Thomas -	53	
Sandford, William -	47	
Speedy, John - -	60	
Spiers, Stephen J. -	55	
Stibbs, E. J. - -	42	
Stratford, Charles - -	48	
Tadhunter, J. T. - -	37	
Tonge, G. W. B. - -	44	
Walden, Joseph - -	39	
Walker, James C. - -	60	
Walker, J. C., jun. -	—	
Walker, John - -	56	
Warner, Charles - -	67	
Warner, John - -	42	
West, Thomas - -	56	
Williams, Edwin - -	50	
Williams, Henry - -	45	
Williams, T. J. - -	50	
Williams, W. - -	52	
Allen, Benjamin - -	47	From London Bridge down the River Thames to Gravesend, and back to London Bridge. (Licensed for home trade passenger ships only.)
Allen, Edward J. -	32	
Allen, W. George - -	38	
Coe, William H. - -	62	
Doust, J. C. - -	60	
Evans, J. B. - - -	—	
Evans, John - -	70	
Evans, William Edmund	41	
Ferguson, J. P. - -	55	
Hambleton, James -	53	
M'Donald, Edward -	60	
Petrie, Geo. Alexander -	42	
Raine, T. C. - -	—	
Rodway, Richard - -	46	
Smith, Charles T. - -	47	
Smith, J. T. - - -	62	
Stone, George - -	40	
Swettenham, George -	43	
Turner, Richard - -	52	
Voss, James - - -	58	
Voss, J. E. - - -	51	
Watson, Frederick -	51	

Corporation of Trinity House of Deptford Strond—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
London District—*cont^d.*		
Appleton, Edward	34	From Dungenéss up the River Thames to Gravesend, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far as the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
Apps, J. E.	39	
Apps, James R.	40	
Arnold, E. James	28	
Arnold, J. W.	36	
Arnold, R. J.	31	
Baker, John	51	
Barber, William	42	
Beck, W. A.	36	
Beer, Bowes M.	31	
Bell, George W.	40	
Bell, W. T.	41	
Bingham, H. V.	37	
Bingham, J. H.	45	
Bingham, T. J.	43	
Blaxland, W. T.	41	
Blown, Thomas C.	58	
Bowles, W. J.	45	
Bristow, H. J. S.	48	
Burden, John	36	
Charrosin, W.	41	
Collard, W. R.	56	
Crowhurst, G. H.	35	
Dair, Thomas	62	
Dane, Samuel	52	
Decent, Peter	57	
Dixon, J. R.	33	
Elgar, W. Spratt	48	
Empson, Thomas	38	
Erridge, J. J.	38	
Finnis, J. S.	38	
Finnis, Robert	44	
Finnis, W. J.	34	
Foreman, Richard	39	
Foster, Henry	39	
Fuller, William	63	
Gasson, H. W.	34	
Gasson, James	48	
Gillinan, C. B.	47	
Godden, J. A.	49	
Godden, T. G.	33	
Goldsack, D. M'Donald	43	
Gosley, J. M.	51	
Gravener, T. H.	55	
Hart, John	39	
Hartley, J. H.	38	
Hayward, W.	56	
Hearn, W. R.	—	
Hill, Andrew	64	
Hinds, Charles C.	48	
Hobday, Stephen	61	
Holmes, James	44	
Hoult, Alfred	43	
Howgego, J.	34	
Hubbard, J. L.	53	
Jeffrey, Thomas	48	
Jones, James C.	51	
Keys, D. P.	46	
Keys, Samuel H.	49	
Knocker, William	39	
Langford, Robert	41	
Larkins, J. A.	47	

NAMES.	AGES.	LIMITS OF LICEN
London District—*cont^d.*		
Larkins, R.	44	From Dungeness up Thames to Gravesend, the River Medway to Creek, and from the So of the Brake to the wes far as the west end of th and into and out of R Dover, Sandwich, and Harbours.
Lucas, Charles K.	52	
Mackie, J. S.	32	
Mackie, T. P.	49	
Mackie, W. B., jun.	34	
Mallett, J. C.	49	
Marsh, H. F.	31	
Marsh, R. U.	39	
Marsh, W. A. Y.	37	
Marshall, John	43	
Millen, H. E.	37	
Millen, J. B.	39	
Mills, B.	47	
Mongor, W.	40	
Moon, G. W.	39	
Moon, Richard	62	
Mowle, T. R.	57	
Mowll, R. (3)	51	
Myhill, V. C.	38	
Newton, James	49	
Norris, James	45	
Norris, Stephen	47	
Norris, T. D.	57	
Norris, Tom	55	
Olifent, J. C.	38	
Ovenden, G. T.	38	
Paul, T. H.	54	
Peake, A. M.	48	
Peake, R.	64	
Pett, H. C.	50	
Phillpott, J. J.	29	
Popkiss, H. Paul	33	
Popkiss, H. Peter	42	
Popkiss, W.	57	
Pordige, R.	63	
Pott, W. H.	32	
Pott, W. S.	59	
Prescott, W. G.	48	
Ralph, George	45	
Ralph, Thomas	52	
Randall, J.	61	
Randall, J. S.	34	
Randall, W. H.	36	
Ransom, W.	39	
Reynolds, John	33	
Rouse, T. B.	—	
Sackett, B. W.	59	
Sclater, H. V.	48	
Smith, J. V. W.	37	
Spouse, William	41	
Stanton, W.	39	
Stanton, W. H.	61	
Thornton, William	42	
Trott, Arthur	48	
Usher, J. W.	53	
Warman, W. B.	50	
Warner, Frederick	34	
Waters, Alfred J.	45	
Watson, Alexander	46	
Wellard, M.	66	
Wellsted, William	32	
West, G. B.	42	
Wrake, James H.	41	

Corporation of Trinity House of Deptford Strond—*continued.*

NAMES.	AGES.	LIMITS OF LICENSE.
NDON DISTRICT—*cont^d.*		
s, S. N. - -	67	From Dungeness up the River Thames to London Bridge, and up the River Medway to Stangate Creek, and from the South Buoy of the Brake to the westward as far the west end of the Owers, and into and out of Ramsgate, Dover, Sandwich, and Margate Harbours.
, Richard - -	74	
, D. B. - -	62	From Orfordness up the North Channel and the River Thames to London Bridge, and in and out of Harwich Harbour.
F. C. - -	—	From Sizewell Bank up the North Channel and the River Thames to Gravesend, and in and out of Harwich Harbour.
re, Charles - -	34	
n, E. H. - -	34	
George - -	28	
in, T. W. - -	37	
x, James - -	37	
son, B., jun. -	—	
Edward - -	56	From Lowestoft or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to London Bridge, and in and out of Harwich Harbour.
, Jas. Stebbings -	54	
n, William J. -	45	From Lowestoft or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and in and out of Harwich Harbour.
y, George - -	48	
dson, W. - -	54	
er, John - -	—	From Southwold or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and in and out of Harwich Harbour.
John - - -	40	
George - -	39	
y, Henry B. -	78	From Yarmouth to and from the Dudgeon Light Vessel, and from Yarmouth to and from Orfordness, thence across the Kentish Knock to and from the Downs, and up the North Channel and River Thames to London Bridge, and into and out of Harwich Harbour.
t, William - -	66	

NAMES.	AGES.	LIMITS OF LICENSE.
LONDON DISTRICT—*cont^d.*		
Black, John - -	55	From Yarmouth to and from the Dudgeon Light Vessel, and from Yarmouth to and from Orfordness, thence across the Kentish Knock to and from the Downs, and up the North Channel and River Thames to Gravesend, and into and out of Harwich Harbour.
Boult, James C. - -	55	
Bowell, John - -	58	
Devereux, Edward -	61	
Fleming, Samuel - -	63	
Hobson, Thomas - -	39	
Jenner, Charles - -	59	
Leggett, Henry - -	39	
Leggett, Thomas - -	45	
Lindsey, Samuel - -	55	
Lindsey, Thomas - -	59	
Littlewood, M. F. -	60	
Reeder, William - -	62	
Rising, Thomas - -	59	
Rust, Burnham - -	34	
Rust, William - -	39	
Stanford, Joseph - -	44	
Tansley, Isaiah - -	48	
Woods, William - -	63	
Aldrich, William, jun. -	56	From Smith's Knowl or its parallel of latitude to Orfordness, thence up the North Channel and River Thames to Gravesend, and into and out of Harwich Harbour.
Bokenham, John - -	54	
Bokenham, J. (2) -	36	
Button, George - -	38	
Cable, William - -	55	
Canham, J. - - -	48	
Carter, Daniel D. -	35	
Carter, H. D. - -	31	
Coleman, E. Swatman -	35	
Dale, W. - - -	45	
Fisher, A. R. - -	25	
Girling, W. A. - -	43	
Land, William - -	56	
M'Cowan, R. W. - -	46	
Magub, George - -	32	
May, J. C. - - -	33	
May, W. D. - -	36	
Munnings, J. - -	30	
Reeve, Thomas - -	54	
Simpson, William -	58	
Skinner, R. J. - -	35	
Taylor, Edward - -	54	
Warnes, William - -	44	
Wayth, Wm. Echline -	29	

RATES of PILOTAGE for the *London* District.

The Rates remain the same as printed at p. 5 of Parl. Paper, No. 264 of 1863.

Corporation of Trinity House of Deptford Strond—*continued.*

TOTAL AMOUNT received for Pilotage of Vessels

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.							
	COASTERS.				OVERSEA.			
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.		
		£. s. d.		£. s. d.		£. s. d.		
From Sea or Orfordness, Downs, or Hoseley Bay to Gravesend.	1	7 17 –	16	119 16 10	175	1,233	10	5
From Lemon or Dudgeon Parallel to Gravesend	–	–	–	–	–	–		
From Smith's Knowl, Yarmouth, and Lowestoft to Gravesend.	1	10 – –	3	35 8 9	10	127	8	–
From Southwold to Gravesend	1	11 8 6	–	–	3	32	13	6
From Lowestoft to Nore	–	–	–	–	–	–		
From Southwold to Nore	–	–	–	–	–	–		
From Lowestoft to Sheerness	–	–	–	–	–	–		
From Southwold to Sheerness	–	–	–	–	2	14	12	–
From Southwold to Eastness	–	–	–	–	–	–		
From Dungeness to Gravesend	2	10 9 –	10	86 17 –	321	2,612	1	9
From Dover and Folkestone to Gravesend	–	–	3	24 15 6	93	801	17	10
From Downs to Sheerness	–	–	–	–	2	11	18	–
From Sea to Dover Harbour	–	–	–	–	2	8	10	6
Into and Out of Ramsgate Harbour	–	–	–	–	2	9	–	–
From Dungeness to Blackwall	–	–	–	–	–	–		
From Sea to London	–	–	–	–	–	–		
From Gravesend to Long Reach and Greenhithe	–	–	1	1 8 6	1	1	1	–
From Gravesend to Erith	–	–	–	–	–	–		
From Gravesend to Woolwich and Blackwall	–	–	12	25 3 6	41	93	18	–
From Gravesend to Moorings, London Docks, City Canal, Commercial, and St. Katherine's Docks.	1	1 19 –	757	1,353 13 4	100	243	4	3
From Long Reach to Blackwall	–	–	–	–	–	–		
From Long Reach to London	–	–	–	–	–	–		
Lay Days, Docking, Shifting Berth, &c.	–	–	–	–	76	137	11	–
Shipping Money for putting Pilots on Board:								
Ships. £. s. d.								
British Coasters 32 67 18 –								
British Oversea 2,709 5,045 11 –	–	–	–	–	–	–		
Foreign Vessels 2,443 4,011 8 –								
5,184								
Total	–	—	–	—	–	—		

Vessels Changing at Gravesend.

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots, with the Number of Vessels paying the same	5,073 5,405

Corporation of Trinity House of Deptford Strond—*continued.*

to and Out of the Port of *London*, in 1865.

- - - - - - - - - (1.)—INWARDS.

BRITISH VESSELS.		FOREIGN VESSELS.				TOTALS.	
OVERSEA.							
Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
244	1,919 12 3	491	4,451 19 8	313	2,109 9 8	1,240	9,842 5 10
1	8 6 –	5	78 4 6	3	47 18 3	9	134 8 9
10	117 12 –	482	6,326 1 6	129	1,686 14 9	635	8,303 5 –
2	25 5 11	319	3,594 8 –	75	780 9 2	400	4,444 5 1
-	- - - -	2	20 18 –	–	- - -	2	20 18 –
-	- - - -	1	9 4 –	–	- - -	1	9 4 –
-	- - - -	2	20 3 –	–	- - -	2	20 3 –
2	14 13 5	1	6 7 –	–	- - -	5	35 12 5
-	- - - -	1	4 7 –	–	- - -	1	4 7 –
1,692	18,526 5 9	127	1,280 8 7	456	5,271 15 10	2,608	28,087 17 11
218	2,089 16 8	40	321 19 4	72	733 5 5	426	3,971 14 9
-	- - - -	1	9 4 –	–	- - -	3	21 2 –
2	8 2 6	1	2 15 –	–	- - -	5	19 8 –
-	- - - -	1	4 – –	–	- - -	3	13 – –
-	- - - -	–	- - - -	1	39 15 6	1	39 15 6
1	6 1 6	–	- - - -	–	- - -	1	6 1 6
5	18 10 9	3	6 – –	10	37 12 11	20	64 13 2
2	2 – –	–	- - - -	–	- - - -	2	2 – –
1,098	3,527 3 8	214	588 8 3	341	1,064 – 11	1,706	5,298 14 4
2,198	5,504 13 7	646	2,242 15 4	1,750	5,392 18 7	5,452	14,739 4 1
2	9 – –	–	- - - -	4	30 12 –	6	39 12 –
1	2 12 6	–	- - - -	1	3 9 –	2	6 1 6
19	85 1 –	42	69 18 6	3	3 6 –	130	295 16 6
-	- - - -	–	- - - -	–	- - - -	–	9,124 17 –
- -	—	–	—	–	—	–	84,544 7 4

- - - - - - - - - Vessels Changing at Gravesend.

AMOUNT.		
For Pilotage below Gravesend.	For Pilotage above Gravesend.	TOTAL.
£. s. d.	£. s. d.	£. s d.
52,596 18 9	- - - -	—
- - - -	16,396 15 3	

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(2.)—OUTWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS.									
	COASTERS.						OVERSEA.			
	Not Towed by Steam.			Towed by Steam.			Not Towed by Steam.			
	No.	Amount.		No.	Amount.		No.	Amount.		
		£.	s. d.		£.	s. d.		£.	s.	d.
From Gravesend to Nore	–	–	–	–	–	–	–	–	–	–
From Gravesend to Sea, Downs, Orfordness, &c.	12	87	7 4	20	124	12 7	175	1,267	4	7
From Gravesend to Dungeness	–	–	–	–	–	–	1	8	1	–
From Gravesend to Dover	–	–	–	–	–	–	3	25	5	5
From Gravesend to Isle of Wight	–	–	–	–	–	–	8	213	–	10
From Gravesend to Plymouth	–	–	–	–	–	–	–	–	–	–
From Gravesend to Start	–	–	–	–	–	–	–	–	–	–
From Long Reach to Gravesend	–	–	–	1	1	4 –	2	4	2	6
From Long Reach to Downs, Orfordness, &c.	–	–	–	–	–	–	1	8	1	–
From Long Reach to Falmouth	–	–	–	–	–	–	–	–	–	–
From Erith to Downs, Orfordness, &c.	–	–	–	2	10	14 11	1	7	15	–
From Erith to Nore	–	–	–	–	–	–	–	–	–	–
From Erith to Gravesend	1	1	5 –	1	2	8 6	1	3	10	–
From Blackwall to Downs, Orfordness, &c.	1	4	7 8	24	199	1 8	7	72	17	4
From Blackwall to Dover	–	–	–	1	8	7 6	–	–	–	–
From Blackwall to Dungeness	–	–	–	–	–	–	–	–	–	–
From Blackwall to Isle of Wight	–	–	–	–	–	–	–	–	–	–
From Blackwall to Start	–	–	–	–	–	–	–	–	–	–
From Blackwall to Plymouth	–	–	–	–	–	–	–	–	–	–
From Blackwall and Woolwich to Gravesend	–	–	–	32	76	1 8	1	2	15	–
From Moorings, London Docks, St. Katherine's Docks, &c., to Downs, Orfordness, &c.	–	–	–	15	102	10 11	8	62	16	7
From Moorings, London Docks, &c., to Dover	–	–	–	–	–	–	–	–	–	–
From Moorings, London Docks, &c., to Dungeness.	–	–	–	–	–	–	–	–	–	–
From Moorings, London Docks, &c., to Isle of Wight.	–	–	–	–	–	–	–	–	–	–
From Moorings, London Docks, &c., to Portland.	–	–	–	–	–	–	–	–	–	–
From Moorings, London Docks, &c., to Sheerness.	–	–	–	–	–	–	–	–	–	–
From Moorings, London Docks, &c., to Gravesend.	–	–	–	776	1,402	12 –	13	29	17	6
Distance Money	–	–	–	–	–	–	–	–	–	–
TOTAL	–	—		–	—		–	—		

VESSELS CHANGING AT GRAVESEND.

	Number of Vessels.
Amount paid by Vessels which have to take or pay for two or more Pilots, with the number of Vessels paying the same	1,423 1,950

8 August 1866.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

(2.)—OUTWARDS.

BRITISH VESSELS. OVERSEA. Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		FOREIGN VESSELS. Towed by Steam.		TOTALS.	
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.
-	- - -	1	18 13 6	-	- - -	1	18 13 6
55	2,016 - 3	944	6,457 18 2	464	2,783 11 7	1,870	12,736 14 6
4	50 2 11	2	23 8 1	5	65 17 2	12	147 9 2
10	88 1 -	1	17 5 -	9	63 18 7	23	194 10 -
17	354 9 2	8	206 17 6	12	260 8 4	45	1,034 15 10
1	32 17 2	-	- - -	1	35 - -	2	67 17 2
2	58 19 6	-	- - -	-	- - -	2	58 19 6
2	3 13 6	4	5 9 6	4	6 12 9	13	21 2 3
5	43 10 4	-	- - -	1	7 6 -	7	58 17 4
2	74 13 4	-	- - -	-	- - -	2	74 13 4
5	40 4 9	12	88 8 2	4	28 - -	24	175 2 10
-	- - -	-	- - -	2	7 2 -	2	7 2 -
-	- - -	164	271 11 6	6	10 4 9	173	288 19 9
20	5,183 14 6	10	96 6 -	66	601 8 7	928	6,157 15 9
7	103 16 -	-	- - -	6	107 11 5	14	219 14 11
7	111 15 8	-	- - -	1	20 8 -	8	132 3 8
24	3,014 8 5	-	- - -	3	78 12 11	127	3,093 1 4
43	1,496 3 8	-	- - -	-	- - -	43	1,496 3 8
10	307 7 7	-	- - -	-	- - -	10	307 7 7
78	522 15 3	32	79 4 10	168	346 16 10	411	1,027 13 7
594	5,352 18 1	29	273 17 3	501	3,316 9 8	1,147	9,108 12 6
3	31 11 6	-	- - -	3	41 6 11	6	72 18 5
2	34 4 -	-	- - -	-	- - -	2	34 4 -
30	732 13 2	4	112 2 8	23	764 13 6	57	1,609 9 4
4	105 5 9	-	- - -	-	- - -	4	105 5 9
3	29 13 -	-	- - -	-	- - -	3	29 13 -
736	1,262 9 7	92	227 10 10	780	1,650 9 3	2,397	4,572 19 2
-	- - -	1	18 4 -	-	- - -	1	18 4 -
-	—	-	—	-	—	-	42,870 3 10

- - - - - - - - Vessels Changing at Gravesend.

AMOUNT. For Pilotage ve Gravesend.			For Pilotage below Gravesend.			TOTAL.		
£.	s.	d.	£.	s.	d.	£.	s.	d.
230	15	4	-	-	-	—		
-	-		14,258	19	8			

Note.—In this Return the number of vessels (both Inward and Outward) has not been totalled, because in very many instances pilotage service has been rendered to the same vessel for more than one of the distances specified and provided for in the scale of rates.

P. H. Berthon, Secretary.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

OUTPORT DISTRICTS.

General Remark.—In the following classified returns of the amounts received for Pilotage at the Trinity House Outports, the Number of Vesse not, in all cases, been totalled, because in many instances Pilotage Service has been rendered to the same Vessel for more than one of the Dis specified, and provided for in the Scale of Rates.

ABERDOVEY.

NAMES of PILOTS.

Thomas Jones - - - - aged 35
Lewis Lewis - - - - - - 45

Limits of License.—From two miles beyond the outside of the Bar, off the entrance of the River Dovey, up the said River to Aberdovey, and *vice versâ.*

RATES.

The Rates of Pilotage are the same as printed at p. 10 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTAL	
	COASTERS.		OVERSEA.									
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amo
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Sea to Harbour - -	71	44 17 -	7	22 4 -	1	3 7 6	10	38 - -	2	10 10 -	91	118

(2.)—OUTWARDS.

From Harbour to Sea -	109	51 2 -	2	3 14 -	-	- -	8	5 3 6	-	- -	119	59

BEAUMARIS.

NAMES of PILOTS.

Humphrey Jones - aged 58
William Jones - - 57
John Williams - - 41
Owen Roberts - - 39
Robert Roberts - - 34

Limits of License.—From Bangor to a line drawn from Great Orm's Head to Point Lymas, and *vice versâ*, and to and from and into and out of all ports and places within those limits.

John Jones - - aged 50
John Edwards - - 64
John Roberts - - 49
Thomas Jones - - 42
Solomon Hughes - - 32
William Roberts - - 40
William Hughes - - 36
William Edwards - - 26
William Jones - - 33
John Roberts (2) - - 25

Limits of License.—From Dinorwic, or Moel-y-don, t the Swellies to Cadnunt, ar *versâ*; and into and out of al and places within those limit

RATES.

The Rates of Pilotage are the same as printed at p. 11 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ANCES which TED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
outside the Beaumaris nway and	19	31 3 -	32	23 5 11	9	13 5 7	7	24 4 6	8	16 4 9	1	2 13 3	76	110 17 -
(inside the Beaumaris nway and	2	1 18 9	8	3 14 1	2	3 - 6	3	6 4 6	2	7 19 6	-	- -	17	22 17 4
: Dinorwic nt.	497	132 19 10	-	- -	-	- -	-	- -	-	- -	-	- -	497	132 19 10
rnarvon to	3	1 10 6	4	1 8 -	-	- -	1	- 10 -	-	- -	-	- -	8	3 8 6
L - - -	-	—	-	—	-	—	-	—	-	—	-	—	598	270 2 8

(2.)—OUTWARDS.

maris Bay, nd Bangor,	2	1 9 -	42	21 4 -	7	13 3 -	1	1 7 9	5	7 11 6	1	2 6 6	58	47 1 9
ant to Port .	724	191 2 8	2	- 10 -	-	- -	1	- 14 3	-	- -	-	- -	727	192 6 11
ant to Caer-	11	5 - -	14	6 3 -	-	- -	-	- -	1	- 19 -	-	- -	26	12 2 -
AL - - -	-	—	-	—	-	—	-	—	-	—	-	—	811	251 10 8

BRIDGWATER.

NAMES of PILOTS.

See p. 13 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 12 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDGWATER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOTA No.	A £.
From Limits or Gore to Highbridge.	18	13 8 6	16	12 14 3	–	– – –	4	11 11 9	1	1 3 3	5	10 19 8	44	49
From Limits or Gore to Comwich.	1	– 15 –	1	3 – 9	–	– – –	–	– – –	–	– – –	1	2 9 6	3	6
From Limits or Gore to Burnham.	1	– 15 –	2	3 – 9	–	– – –	–	– – –	–	– – –	–	– – –	3	3
From Limits or Gore to Pawlett.	1	– 11 3	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	–
From Limits or Gore to Dunball.	4	1 16 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	4	1
From Limits or Gore to Bridgwater.	46	26 14 –	28	15 10 9	4	8 7 –	9	25 6 3	5	6 11 6	14	13 11 4	106	96
From Burnham to Dunball.	26	8 7 –	11	2 17 2	–	– – –	–	– – –	–	– – –	–	– – –	37	11
From Burnham to Highbridge.	16	4 18 11	9	2 9 1½	–	– – –	–	– – –	–	– – –	3	2 9 6	28	9
From Burnham to Bridgwater.	459	136 14 6	522	125 6 1½	1	– 8 6	–	– – –	1	– 8 6	1	– 11 2	984	263
From Highbridge to Bridgwater.	–	– – –	1	– 5 7	–	– – –	–	– – –	–	– – –	–	– – –	1	–
From Burnham to Pawlett.	2	– 12 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	2	–
From Highbridge to Pawlett.	–	– – –	1	– 4 1	–	– – –	–	– – –	–	– – –	–	– – –	1	–
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	1,214	443

(2.)—OUTWARDS.

From Bridgwater to Pawlett.	1	– 5 6	3	– 16 1	–	– – –	–	– – –	–	– – –	–	– – –	4	1
From Bridgwater to Dunball.	–	– – –	2	– 9 8	–	– – –	–	– – –	–	– – –	–	– – –	2	–
From Bridgwater to Burnham.	103	33 11 8	213	54 14 2½	2	1 – –	4	3 10 9	3	– 18 6	3	2 3 10	328	95
From Bridgwater to Limits or Gore.	24	17 2 9	23	19 5 2	1	4 1 –	7	19 19 –	4	6 4 –	10	15 5 3	69	81
From Dunball to Burnham.	3	– 18 6	5	1 3 7	–	– – –	–	– – –	–	– – –	–	– – –	8	2
From Pawlett to Burnham.	6	1 14 –	3	4 12 9	–	– – –	–	– – –	–	– – –	–	– – –	9	6
From Highbridge to Burnham.	8	2 14 –	11	6 17 4½	–	– – –	–	– – –	–	– – –	2	3 9 –	21	13
From Combwich to Limits.	1	– 15 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	–
From Highbridge to Limits or Gore.	4	2 11 7	14	11 3 2	–	– – –	2	6 1 6	1	1 3 3	6	8 18 6	27	29
From Dunball to Limits or Gore.	4	1 19 6	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	4	1
From Burnham to Limits	1	– 15 –	1	2 9 6	–	– – –	–	– – –	–	– – –	–	– – –	2	3
From Bridgwater to Combwich.	–	– – –	1	– 4 1	–	– – –	–	– – –	–	– – –	–	– – –	1	–
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	476	236

BRIDPORT.

NAMES of PILOTS.

See p. 14 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 13 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—BRIDPORT—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which ILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam.		BRITISH VESSELS. OVERSEA. Not Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
o Harbour - - -	80	39 18 9	12	17 15 6	8	11 1 6	100	68 15 9
(2.)—OUTWARDS.								
our to Sea - - -	88	33 17 9	5	5 10 -	9	6 19 3	102	46 7 -

CAERNARVON.

NAMES of PILOTS.

See p. 15 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 14 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ANCES which OTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam.		BRITISH VESSELS. COASTERS. Towed by Steam.		BRITISH VESSELS. OVERSEA. Not Towed by Steam.		BRITISH VESSELS. OVERSEA. Towed by Steam.		FOREIGN VESSELS. Not Towed by Steam.		FOREIGN VESSELS. Towed by Steam.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
r Buoy or Bar arvon.	60	35 12 6	4	1 11 -	6	10 15 8	2	3 10 6	-	- -	1	1 13 9	73	53 3 5
Dinorwick to oy or Bar and arvon.	42	42 7 -	1	1 2 -	2	1 19 -	-	- -	-	- -	-	- -	45	45 8 -
Dinorwick to on.	-	- -	2	- 16 6	-	- -	-	- -	-	- -	-	- -	2	- 16 6
- - -	-	- -	-	- -	2	1 5 9	-	- -	-	- -	-	- -	2	1 5 9
TAL - - -	-	—	-	—	-	—	-	—	-	—	-	—	122	100 13 8
(2.)—OUTWARDS.														
arvon to Bar Buoy.	188	143 12 -	2	- 16 -	10	8 3 9	2	2 1 2	2	1 12 -	-	- -	204	156 4 11
r Buoy or Bar Dinorwick.	43	34 10 -	1	- 8 3	1	- 13 -	-	- -	1	- 17 -	-	- -	46	36 8 3
arvon to Port k.	-	- -	1	- 7 6	-	- -	-	- -	-	- -	-	- -	1	- 7 6
TAL - - -	-	—	-	—	-	—	-	—	-	—	-	—	251	193 - 8

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

CARLISLE.

NAMES of PILOTS.

Irving, James - - - -	aged 27
Coulthard, William - - - -	40
Dinwoodie, Walter - - - -	60

Limits of License.—For the English Channel of the Solway Frith, between the Anchorage Ground off the Harbour of Maryport and the Entrance of the Carlisle Canal from the Frith.

RATES OF PILOTAGE.

From the Anchorage Ground off the Harbour of Maryport to Port Silloth, and vice versâ.

	s.	d.	
For vessels of 8 feet draft of water and under - -	14	–	per vessel.
For vessels above 8 feet draft of water - - -	1	9	per foot.

From the Anchorage Ground off the Harbour of Maryport to Annan Water Foot, or the Entrance of the Carlisle Canal from the Solway Frith, and vice versâ.

	£.	s.	d.	
For vessels of 8 feet draft of water and under - -	1	8	–	per vessel.
For vessels above 8 feet draft of water - - - -	–	3	6	per foot.

For extra Boatmen assisting to put a pilot on board - 2 6

The several Pilotage Rates herein specified, are subject to a re one-fourth part in respect of vessels propelled by steam, and vess by steam vessels, provided that if any such vessel shall be pro steam, or towed by a steam vessel for a part only of the distance any such rate may be payable, the reduction of one-fourth shall on such part only of the said rate as shall be proportionate to th so propelled or towed.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTA	
	COASTERS.		OVERSEA.									
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	A
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Maryport to Silloth -	13	11 3 –½	2	2 11 8	4	4 6 10	4	5 11 10	3	3 5 2¾	26	26
From Maryport to Annan -	3	4 19 9	–	- -	1	1 16 9	–	- -	–	- -	4	6
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	30	33

(2.)—OUTWARDS.

From Silloth to Maryport -	–	- -	–	- -	1	1 6 3	–	- -	1	1 8 2	2	2
From Silloth to Annan - -	–	- -	–	- -	1	– 12 6	–	- -	–	- -	1	–
From Annan to Maryport -	–	- -	–	- -	–	- -	–	- -	1	1 5 –	1	1
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	4	4

COLCHESTER.

NAMES of PILOTS.

See p. 17 of Parl. Paper, No. 416 of 1864.

RATES OF PILOTAGE.

stness to Pyefleet, 1 *s.* 3 *d.* per foot of the draft of water of the loted.

efleet to Wivenhoe, 1 *s.* 6 *d.* per foot of such draft of water.

ivenhoe to the Hythe, Colchester, 1 *s.* 6 *d.* per foot of such draft

tward Pilotage to be, in all cases, the same as the Inward

ral Pilotage Rates herein specified are subject to a reduction of part in respect of vessels propelled by steam and vessels towed essels, provided that if any such vessel shall be propelled by steam, or towed by a steam vessel for a part only of the distance for which any such rate may be payable, the reduction of one-fourth shall be made on such part only of the said rate as shall be proportionate to the distance so propelled or towed.

The pilots are to cruise between Eastness and a line drawn from the Naze Tower to the Buoy of the Gunfleet; and if any pilot shall be required to take charge of any vessel to the eastward of Eastness, he is to be paid 1 *s.* for every mile he shall conduct such vessel to the eastward thereof, not exceeding the above-mentioned line.

London pilote are to be paid from Orfordness to Eastness 6 *s* per foot of the draft of water of the vessel piloted.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which ILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
fleet to Wivenhoe -	47	37 5 3	–	– – –	1	– 15 –	4	4 8 4	–	– – –	52	42 8 7
fleet to Colchester -	8	9 3 3	1	1 2 6	1	1 3 –	8	11 9 11	–	– – –	18	22 18 8
tness to Wivenhoe -	–	– – –	–	– – –	–	– – –	2	2 16 5	–	– – –	2	2 16 5
to Wivenhoe - -	1	1 13 –	–	– – –	–	– – –	–	– – –	–	– – –	1	1 13 –
ne to Wivenhoe -	1	2 5 –	–	– – –	–	– – –	–	– – –	–	– – –	1	2 5 –
ne to Colchester -	1	2 5 –	–	– – –	–	– – –	–	– – –	–	– – –	1	2 5 –
lne Point or Bar to t.	1	1 6 3	–	– – –	–	– – –	–	– – –	–	– – –	1	1 6 3
venhoe to Colchester -	1	– 12 9	–	– – –	–	– – –	–	– – –	–	– – –	1	– 12 9
ordnesa to Colchester	–	– – –	–	– – –	–	– – –	4	13 13 –	–	– – –	4	13 13 –
Money - - - -	–	– –	–	– –	–	– –	43	368 9 6	20	163 1 –	63	591 10 6
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	144	681 9 2

(2.)—OUTWARDS.

venhoe to Pyefleet -	41	30 15 3	–	– – –	1	– 15 –	4	4 8 11	–	– – –	46	35 19 2
chester to Pyefleet -	8	7 19 3	1	1 2 6	1	1 3 –	8	11 9 10	–	– – –	18	21 14 7
efleet to Eastness -	–	– – –	–	– – –	–	– – –	2	3 14 3	–	– – –	2	3 14 3
venhoe to Eastness -	–	– – –	–	– – –	–	– – –	5	12 – 4	1	1 14 9	6	13 15 1
venhoe to Bar - -	1	1 4 3	–	– – –	–	– – –	–	– – –	–	– – –	1	1 4 3
venhoe to Gatt Road -	–	– – –	–	– – –	–	– – –	1	2 – –	–	– – –	1	2 – –
efleet to Gatt Road -	1	1 6 3	–	– – –	–	– – –	–	– – –	–	– – –	1	1 6 3
lchester to Wivenhoe -	–	– – –	–	– – –	–	– – –	1	– 10 6	–	– – –	1	– 10 6
lne Point to Harwich -	–	– – –	–	– – –	–	– – –	1	3 13 6	–	– – –	1	3 13 6
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	77	83 17 7

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

COWES AND PORTSMOUTH DISTRICTS.

NAMES of PILOTS.

COWES.

NAMES.	AGES.	LIMITS OF LICENSE.
Bright, Charles	62	To and from the Owers eastward, without the Isle of Wight, to Peveril westward; to and from those limits to all places and ports within the Isle of Wight; and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stokes Bay, Motherbank, Southampton Water, Cowes Roads and Harbour, Yarmouth, Lymington, the Needles, and Christchurch; and to and from each of those ports and places.
Bright, Charles, jun.	41	
Caws, A. R.	35	
Caws, Josiah A.	42	
Cork, Daniel C. J.	41	
Davis, Albert	39	
Denham, Jonas	56	
Denham, Richard	45	
Dyer, Charles	42	
Greenham, George	72	
Greenham, George, jun.	45	
Greenham, Robert C.	42	
Harvey, Charles Doie	38	
Keates, George H.	35	
Keates, Thomas	34	
Love, Edward F.	39	
Love, Nicholas	34	
Love, William	66	
Matthews, Samuel	36	
Newman, Alfred John	38	
Newman, Robert	29	To and from the Ow ward, without the Isle to Peveril westward; to those limits to all pl ports within the Isle o and in and out of St. Spithead, Portsmouth Stokes Bay, Motherban ampton Water, Cowe and Harbour, Yarmo mington, the Needles, a church; and to and f of those ports and plac
Osborne, Edward Henry	36	
Osmond, James	34	
Page, Henry, jun.	52	
Stewart, John	52	
Wallis, John	71	
Wearn, John	29	
Webb, Edward Wheeler	45	
Webb, James	53	
Webb, William	55	
Long, Jacob	49	From St. Helen's, w Isle of Wight, to th outside, or to seawar Needles Rocks, and to and into and out of all places within those lim
Stallard, William Henry	40	
Underwood, Cornelius	66	
Warder, George	56	
Murray, Wm. Dempster	63	From the Solent to ton and *vice versâ*, and Helen's, within the Isle to the Needles; and to and into and out of all places within those lim

PORTSMOUTH.

NAMES.	AGES.	LIMITS OF LICENSE.
Austin, George	50	To and from the Owers eastward, without the Isle of Wight, to Peveril westward; to and from those limits to all places and ports within the Isle of Wight, except the Harbours of Chichester and Langstone; and in and out of St. Helen's, Spithead, Portsmouth Harbour, Stokes Bay, Motherbank, Southampton Water, Cowes Roads and Harbour, Yarmouth, Lymington, and the Needles; and to and from each of those ports and places.
Barron, W. H.	51	
Burnett, Joseph	54	
Buxey, Thomas	48	
Caws, Edmund Pope	58	
Caws, Henry	60	
Caws, Silas H.	53	
Caws, Walter	59	
Cook, James	59	
Cook, Thomas	55	
Coote, George	36	
Coote, John, jun.	50	
Coote, William	42	
Craft, Richard	55	
Davis, A. T.	50	
Gawn, John	37	
George, George C.	54	
Gill, Henry	59	
Greenham, James	57	
Harding, Joseph	42	
James, George Gill	59	
Jones, John	70	To and from the Ow ward, without the Isle to Peveril westward; to those limits to all pl ports within the Isle except the Harbours of ter and Langstone; ar out of St. Helen's, Portsmouth Harbour Bay, Motherbank, Sou Water, Cowes Roads bour, Yarmouth, Lymi the Needles; and to each of those ports and
Knapp, Henry	36	
Main, Edward	38	
Main, George James	35	
Main, John	55	
Main, William	36	
Morgan, Daniel	65	
Newman, David	66	
Proctor, Jesse	42	
Sweetman, R. H.	56	
Wade, Emanuel	60	
Wearn, Charles	57	
Barter, John	40	To and from the Ow ward, within the Isle to Spithead, and into bours of Chichester a stone.
Clark, Joseph	55	
Cribb, James	39	
Miller, George	41	
Miller, John	56	
Turner, Alfred	49	

RATES.

The Rates of Pilotage are the same as printed at p. 18 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS at the Ports of *Cowes* and *Portsmouth* in 1865.

(1.)—INWARDS.

STANCES for which ILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Portsmouth Harbour	1	3 13 6	10	33 9 4	14	61 19 –	5	23 19 3	32	143 9 3	2	4 15 –	64	271 5 4
o Spithead - -	2	7 – –	–	– – –	60	265 1 5	6	16 11 6	41	150 14 1	24	99 2 6	133	538 9 6
ead to Portsmouth -	4	4 15 3	3	1 12 –	9	14 10 –	9	16 – 8	11	12 – 7	1	– 12 –	37	49 10 6
o Motherbank -	1	3 10 –	–	– –	38	125 2 6½	3	9 17 3	50	190 7 –	7	23 8 –	99	352 4 9½
o Cowes - -	–	– –	5	24 – –	17	68 1 10	5	20 18 6	47	186 – 6	58	228 11 8	132	527 12 6
o Leap - -	–	– –	–	– –	9	34 4 –	51	195 12 –	10	34 8 9	3	10 19 –	73	275 3 9
o Stokes Bay -	–	– –	2	6 6 –	–	– –	–	– –	13	40 18 9	1	4 5 6	16	51 10 3
o Calshot - -	–	– –	–	– –	–	– –	–	– –	3	9 7 6	1	1 17 6	4	11 5 –
o St. Helen's -	–	– –	–	– –	2	4 4 –	–	– –	4	5 17 1	1	1 6 3	7	11 7 4
o Brambles -	–	– –	1	2 8 9	–	– –	1	3 – –	1	4 – –	–	– –	3	9 8 9
to Stokes Bay -	–	– –	2	10 16 –	–	– –	–	– –	–	– –	–	– –	2	10 16 –
in-the-Basket to Ly-	21	25 5 –	–	– –	–	– –	–	– –	1	1 5 –	–	– –	22	26 10 –
s Roads to Harbour	7	3 17 6	2	1 10 –	1	– 19 6	–	– –	3	3 12 9	–	– –	13	9 19 9
o Chichester - -	93	100 18 –	–	– –	1	2 – –	–	– –	–	– –	–	– –	94	102 18 –
o Yarmouth Roads -	–	– –	–	– –	–	– –	–	– –	1	– 16 10	–	– –	1	– 16 10
Helen's to Spithead -	–	– –	–	– –	–	– –	1	2 4 –	–	– –	–	– –	1	2 4 –
to Portsmouth -	–	– –	1	2 – 6	–	– –	–	– –	–	– –	–	– –	1	2 – 6
o Lymington - -	–	– –	–	– –	–	– –	1	1 12 6	1	4 17 6	–	– –	2	6 10 –
g - - - -	–	– –	1	1 16 6	2	4 4 –	–	– –	2	1 11 6	2	1 1 –	7	8 13 –
– – – –	–	– –	–	– –	6	8 18 6	3	2 17 –	17	20 – 6	–	– –	26	31 16 –
oney - - -	–	– –	–	– –	3	8 3 3	3	6 18 3	8	19 3 –	–	– –	14	34 4 6
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	751	2,334 6 3½

(2.)—OUTWARDS.

mouth to Sea -	1	3 16 –	9	33 15 10	9	34 15 6	12	61 7 7	42	150 2 –	14	43 6 10	87	327 3 9
ead to Sea - -	2	7 – –	–	– –	52	230 – 11	4	16 5 –	13	50 10 3	2	8 3 9	73	311 19 11
mouth to Spithead -	1	1 1 –	6	5 9 6	7	12 2 6	9	14 10 1	2	1 10 –	2	1 7 6	27	36 – 7
erbank to Sea -	–	– –	–	– –	30	105 6 6½	1	2 16 3	44	167 16 3	3	16 13 –	78	292 12 –½
s to Sea - -	–	– –	5	24 – –	9	43 7 7	5	18 2 3	37	155 – 4	43	160 15 7	99	401 5 9
outh Roads to Sea -	–	– –	–	– –	–	– –	–	– –	1	1 4 3	–	– –	1	1 4 3
ington to Jack-in-the	14	16 10 –	–	– –	–	– –	–	– –	1	– 18 –	–	– –	15	17 8 –
s Harbour to Cowes	7	3 17 6	1	– 15 –	2	1 16 –	–	– –	1	– 12 –	3	2 5 –	14	9 5 6
hester and Langston to Sea.	48	37 3 7	–	– –	–	– –	–	– –	–	– –	–	– –	48	37 3 7
Helen's to Sea - -	–	– –	–	– –	2	5 13 –	–	– –	–	– –	1	1 6 3	3	6 19 3
Helen's Roads to Mo-	–	– –	–	– –	3	4 2 10½	–	– –	–	– –	–	– –	3	4 2 10½
Ioney - - -	–	– –	–	– –	3	3 18 –	–	– –	2	17 6 –	–	– –	5	35 6 –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	453	1,480 11 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

DARTMOUTH.

NAMES of PILOTS.

Benjamin Dyer	aged 41	Richard H. Benson	aged 38
John William Andrews	45	Henry Salsbury	36
Reuben Kerswell	40	Henry Stone	34
William Lavers	43	George Stone	30
William Palfrey	41		

Limits of License:—From Bob's N Bolt Head, and from the Bolt Head to H and to and from and into and out of al places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 21 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOT
	COASTERS.				OVERSEA.								
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Harbour	39	32 16 –	6	7 4 9	48	90 15 4	18	28 11 –	34	80 14 3	24	59 15 5	169
From Sea to Torbay	–	– –	1	2 8 –	–	– –	–	– –	–	– –	1	3 – –	2
TOTAL	–	—	–	—	–	—	–	—	–	—	–	—	171

(2.)—OUTWARDS.

From Harbour to Sea	19	10 – –	7	4 15 11	29	31 14 4	21	19 4 8	16	28 – 4	25	30 14 2	117
Distance Money	–	– –	–	– –	–	– –	–	– –	–	– –	1	6 – –	1
TOTAL	–	—	–	—	–	—	–	—	–	—	–	—	118

EXETER.

NAMES of PILOTS.

See p. 20 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 22 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—EXETER—*continued*

AMOUNT received for the PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which ILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	OVERSEA. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
a to Axmouth -	17	7 1 –	–	– – –	–	– – –	–	– – –	1	– 16 –	–	– – –	18	7 17 –
a to Bight at Ex-	294	454 4 5½	42	84 1 8	32	91 19 4	12	39 3 11	25	54 11 2	17	47 2 6	422	771 3 –½
ght at Exmouth to	124	66 1 8	77	42 14 11	21	10 12 9½	18	9 10 7½	9	4 4 6	17	7 7 4	266	140 11 10
ght at Exmouth to am.	45	30 4 5	27	19 7 9	1	6 5 –	–	– – –	1	– 11 3	1	– 9 9	75	50 19 7
urf *viâ* Canal to	4	2 2 6	1	– 17 –	2	1 1 –	1	– 10 6	5	3 2 6	–	– – –	13	7 13 6
a to Turf - -	1	3 15 3¾	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	3 15 3¾
r to Bight - -	5	7 3 –	–	– – –	2	2 14 –	–	– – –	–	– – –	–	– – –	7	9 17 –
Money - -	2	2 1 –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	2	2 1 –
s - - -	1	1 – –	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	1 – –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	805	994 18 3¼

(2.)—OUTWARDS.

psham to Exmouth	59	39 17 4	16	12 19 4	1	1 2 6	–	– – –	1	– 9 9	–	– – –	77	54 8 11
urf to Exmouth -	143	74 13 8	56	29 15 2	1	1 – –	4	1 16 5	13	6 18 10	7	3 11 2	224	117 15 3
ght at Exmouth to	57	33 13 10	17	15 12 4	19	15 2 6	17	22 9 9	22	20 12 10	7	7 18 8	139	115 9 11
xeter to Exmouth -	1	– 10 9	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	– 10 9
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	441	288 4 10

FALMOUTH.

NAMES of PILOTS.

. 21 of Parl. Paper, No. 416 of 1864. Omitting the names of Henry Tonkin, John Chard, James Lowry, jun., and John who have ceased to act; and adding those of W. D. Chard, aged 28; N. W. Bickford, aged 30; C. W. Chard, aged 27; Dash (2), aged 27.

RATES.

The Rates of Pilotage are the same as printed in Parl. Paper, No. 264 of 1863, p. 24.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FALMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTA	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Am
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£
From off the Lizard and parallel thereof to Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point.	–	– – –	4	26 5 –	86	388 17 6	25	116 4 9	288	1,199 16 9	4	22 2 –	407	1,75
From Sea outside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated.	1	1 11 –	1	2 2 9	714	1,695 13 4	44	90 11 1	1,064	2,587 8 8	20	37 5 9	1,844	4,4
From Sea inside an imaginary line drawn from the Manacles to the Dodman to Falmouth and places within the imaginary line above stated.	–	– – –	–	– – –	47	66 3 11	8	12 3 3	35	52 7 3	2	2 11 –	92	1
From Sea to Anchorages outside the imaginary line above stated.	–	– – –	–	– – –	6	6 17 –	1	2 1 3	13	31 6 3	3	4 3 6	23	4
From Sea to Helford -	–	– – –	–	– – –	–	– – –	–	– – –	2	3 18 –	–	– – –	2	
Transporting within the Harbour and Lay Days.	–	– – –	–	– – –	4	9 16 6	4	6 17 –	–	– – –	3	4 14 6	11	2
Distance Money -	–	– – –	–	– – –	3	9 – –	–	– – –	12	15 9 –	–	– – –	15	2
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	2,394	6,39

(2.)—OUTWARDS.

From Falmouth and places within an imaginary line drawn from the Lighthouse on St. Anthony's Point to the Block House on Pendennis Point to Sea.	–	– – –	1	1 17 –	406	912 3 9	289	576 1 6	636	1,429 4 9	409	800 14 6	1,741	3,71
From outside the above line from St. Anthony's Point to Pendennis Point to Sea.	–	– – –	–	– – –	3	6 4 –	3	3 11 6	6	11 19 –	–	– – –	12	2
Distance Money -	–	– – –	–	– – –	1	1 – –	–	– – –	1	2 – –	–	– – –	2	
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	1,755	3,73

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

FLEETWOOD-ON-WYRE.

NAMES of PILOTS.

See p. 23 of Parl. Paper, No. 416, of 1864.

RATES.

The Rates of Pilotage are the same as printed in Parl. Paper, No. 264 of 1863, p. 25.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ANCES which OTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.									
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
: Distance off Point, in a line à Foudre, to d Harbour.	–	– – –	1	3 5 –	15	66 2 1	5	10 17 6	1	3 16 6	22	84 1 1
nd and Third s (the Light- nd one mile to Fleetwood	5	3 17 3	3	5 9 –	5	10 13 6	1	2 2 –	1	1 11 6	15	23 13 3
rth Distance e Lighthouse) ood Harbour.	179	98 11 11	–	– – –	–	– –	–	– –	–	– –	179	98 11 11
Ioney – –	–	– –	1	3 3 –	1	1 1 –	–	– –	–	– –	2	4 4 –
OTAL – – –	–	—	–	—	–	—	–	—	–	—	218	210 10 3

(2.)—OUTWARDS.

wood Harbour	48	25 6 –	3	3 5 9	20	25 18 11	–	– – –	6	5 15 9	77	60 6 5

FOWEY.

NAMES of PILOTS.

ilip – – –	aged 53	Cloke, William – – –	aged 44	*Limits of License*:—From Looe, inclusive, to the Dodman, and from the Dodman to Looe; and into and out of ports and places within those limits.
lliam – – –	– 53	Johns, Richard, jun. – –	– 30	
eph, jun. – – –	– 61	Johns, Robert – – –	– 33	
Richard – – –	– 57			
Edward – – –	aged 59	Willcocks, John – – –	aged 54	*Limits of License*:—From Sea into the Harbour of Looe, and *vice versâ*.
ames – – –	– 44	Tamlinson, Charles – –	– 42	
John – – –	– 55	Willcocks, William – –	– 36	
ohn – – –	– 59			

RATES.

The Rate of Pilotage are the same as printed at p. 26 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—FOWEY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTA	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Am
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£
From Sea (outside the limits) to Harbours of Fowey, Mevagissey Pier, Charleston, and Looe.	4	4 16 –	–	– – –	6	16 19 3	8	21 4 –	–	– – –	18	42
From Sea (within the limits) to Harbours of Fowey, Mevagissey Pier, Charleston, and Looe.	235	97 18 11	–	– – –	7	8 16 6	27	34 1 1	–	– – –	269	140
Transporting within the District and Lay Days.	–	– – –	–	– – –	1	1 – –	7	8 13 11	1	1 7 –	9	11
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	296	194

(2.)—OUTWARDS.

From Harbours of Fowey, Mevagissey Pier, Charleston, and Looe to Sea (within the limits).	215	82 17 9	1	– 8 –	7	9 12 4	15	21 2 1	1	– 6 7	239	114
From Harbours of Fowey, Mevagissey Pier, Charleston, and Looe to Sea (outside the limits).	–	– – –	–	– – –	–	– – –	1	5 – –	–	– – –	1	5
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	240	119

HARWICH.

NAMES of PILOTS.

See p. 24 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 27 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HARWICH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which LOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
to Harwich -	1	4 4 –	–	– –	–	– –	–	– –	2	7 7 –	–	– –	3	11 11 –
lling Grounds to n.	9	17 17 –	2	3 3 –	–	– –	–	– –	6	11 – 6	–	– –	17	32 – 6
wich to Wrabness	–	– –	–	– –	–	– –	–	– –	2	1 6 2	1	1 1 3	3	2 7 5
wich to Mistley -	1	– 8 6	–	– –	2	3 – 6	1	2 9 6	4	5 10 –	–	– –	8	11 8 6
bness to Mistley	297	156 1 6	3	2 1 6	2	1 11 –	–	– –	16	8 4 1	–	– –	318	167 18 1
rabness to Man- e.	4	1 18 9	–	– –	–	– –	–	– –	–	– –	–	– –	4	1 18 9
estoft to Harwich	–	– –	–	– –	–	– –	–	– –	4	33 6 –	–	– –	4	33 6 –
thwold to Har-	–	– –	–	– –	–	– –	–	– –	4	21 – –	–	– –	4	21 – –
fordness to Har-	–	– –	–	– –	–	– –	–	– –	5	15 15 –	–	– –	5	15 15 –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	366	297 5 3

(2.)—OUTWARDS.

mingtree to Wrab-	4	1 18 9	–	– –	–	– –	–	– –	–	– –	–	– –	4	1 18 9
stley to Wrabness	296	155 10 3	3	2 1 6	2	1 11 –	–	– –	7	3 4 1	–	– –	308	162 6 10
tley to Harwich -	1	– 8 6	–	– –	2	3 – 6	1	2 9 6	16	16 – 6	–	– –	20	21 19 –
rwich to Rolling s.	–	– –	–	– –	–	– –	12	86 – 3	1	1 1 –	–	– –	13	87 1 3
wich to Sea -	–	– –	–	– –	–	– –	3	16 3 –	1	2 2 –	2	15 16 6	6	34 1 6
bness to Harwich	–	– –	–	– –	–	– –	–	– –	2	1 6 2	1	1 1 3	3	2 7 5
wich to Downs -	–	– –	–	– –	–	– –	1	6 2 –	–	– –	–	– –	1	6 2 –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	355	315 16 9

HOLYHEAD.

NAMES of PILOTS.

See p. 25 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 28 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—HOLYHEAD—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS	
	COASTERS.		OVERSEA.									
	Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Sea to Old Harbour	–	– –	6	9 8 –	4	8 9 4½	1	2 12 6	–	– –	11	20 9
From Sea to New Harbour	1	1 1 –	31	60 4 –	22	35 19 7	19	26 15 6½	4	8 13 7	77	152 13
TOTAL	–	—	–	—	–	—	–	—	–	—	88	173 3

(2.)—OUTWARDS.

From Old Harbour to Sea	–	– –	2	2 16 9	3	5 6 3½	–	– –	1	1 19 4	6	10 2
From New Harbour to Sea	1	1 1 –	17	28 5 3	17	40 5 2	7	8 13 2½	1	– 17 9	43	79 2
From off Holyhead to Point Lynas	–	– –	1	3 3 –	–	– –	–	– –	1	3 3 –	2	6 6
TOTAL	–	—	–	—	–	—	–	—	–	—	51	95 10

IPSWICH.

NAMES of PILOTS.

See p. 26 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 29 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTAL	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Harwich to Downham Reach.	98	42 19 –	29	12 15 10	24	13 6 7	14	7 2 2	99	55 2 7	23	11 6 2	287	142
From Levington Creek to Downham Reach.	114	32 5 2	33	8 16 6	1	– 4 3	2	– 12 2	4	1 1 –	1	– 3 11	155	43
From Downham Reach to Ipswich.	443	222 – –	386	204 8 2	43	23 13 7	32	18 13 2	88	51 1 8	65	33 9 7	1,057	553
From Levington Creek to Ipswich.	6	4 – 2	5	5 7 9	–	– –	–	– –	1	– 16 11	–	– –	12	10
From Harwich to Ipswich	9	8 14 7	4	4 5 10	3	2 12 10	–	– –	3	3 4 7	6	5 1 9	25	23
TOTAL	–	—	–	—	–	—	–	—	–	—	–	—	1,530	773

(2.)—OUTWARDS.

From Ipswich to Downham Reach.	289	132 9 5	126	58 2 10	15	8 8 3	4	2 7 3	6	2 12 3	11	5 11 3	451	209
From Ipswich to Levington Creek.	56	39 15 9	83	50 17 2	–	– –	–	– –	–	– –	–	– –	139	90
From Ipswich to Harwich	75	78 9 10	65	58 – 7	12	7 10 4	3	2 3 5	67	45 13 1	62	37 19 –	284	229
TOTAL	–	—	–	—	–	—	–	—	–	—	–	—	874	530

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

LOWESTOFT.

NAMES of PILOTS.

27 of Parl. Paper, No. 416 of 1864; omitting the names of John Butcher and John Golder, who have ceased to act.

RATES.

The Rates of Pilotage are the same as printed at p. 30 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which ILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
a to Roads - -	–	- -	–	- -	18	54 6 –	3	7 14 –	52	167 – –	–	- -	73	229 – –
ads to Harbour -	30	20 15 9	107	95 – 7	6	4 8 3	51	39 14 2	21	15 4 7	99	81 4 4	314	256 7 8
s, Tide Work, &c.	1	– 5 –	–	- -	4	8 18 –	–	- -	–	- -	–	- -	5	9 3 –
Money - -	–	- -	–	- -	–	- -	–	- -	21	25 4 –	–	- -	21	25 4 –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	413	519 14 8

(2.)—OUTWARDS.

rbour to Roads -	16	9 13 11	59	40 19 5	3	2 19 5	18	14 10 7	10	4 17 3	81	50 4 6	187	123 5 1
ads to Sea - -	4	6 13 9	–	- -	5	9 5 9	3	4 18 9	60	84 12 6	1	1 7 6	73	106 18 3
Money - -	–	- -	–	- -	1	10 – –	–	- -	1	13 – –	–	- -	2	23 – –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	262	253 3 4

MALDON.

NAMES of PILOTS.

William Hanley - - - - -	aged 44
Giles Austin - - - - -	70
Joseph Handley - - - - -	29
James Stibbens - - - - -	31
William Sinclair - - - - -	34
William Clark - - - - -	37

Limits of License:—From a line drawn from the Naze Tower to the Buoy of the Gunfleet up the River Blackwater and Chelmer to Maldon Bridge, and *vice versâ*.

RATES.

The Rates of Pilotage are the same as printed at p. 31 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—MALDON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s.
From Staugate to Maldon	253	159 5 4	4	2 6 3	20	14 4 6	277	175 16
From Eastness to Maldon	1	1 10 3	–	– – –	–	– – –	1	1 10
TOTAL	–	—	–	—	–	—	278	177 6

(2.)—OUTWARDS.

From Maldon to Staugate	316	149 18 2	3	1 10 –	11	9 13 6	330	161 1
From Staugate to Sea	–	– – –	–	– – –	1	4 4 –	1	4 4
From Maldon to Sea	–	– – –	–	– – –	1	4 7 6	1	4 7
TOTAL	–	—	–	—	–	—	332	169 13

MILFORD.

NAMES of PILOTS.

George John	aged 61	William Watkins	48
John Lewis	50	William John	30
James Hancock	51	James Eynon	42
William Ivemy	61		

Limits of License:—From Caldy Island the Coast to St. David's Head, and from to Cardigan Island, and *vice versâ*. From C Island to Caldy Island, and to and from ar and out of all ports and places within those

George Peters	46
David Griffiths	44

Limits of License:—From Sea into the Port of Milford, and to and from all places and anchorages within the said Port to Sea.

RATES.

The Rates of Pilotage are the same as printed at p. 32 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Towed by Steam. No.	Amount.	TOTA No.	Am
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Sea to Milford Harbour, below a line from Newton Noyse Point to Martin's Haven.	–	– –	–	– –	6	18 12 6	6	13 5 6	6	15 16 –	1	3 17 6	19	51
From Sea to Milford Harbour, above the said line.	–	– –	–	– –	–	– –	1	2 9 11	1	4 8 –	–	– –	2	6
From Sea to Pembroke Dock	–	– –	–	– –	–	– –	1	1 15 2	–	– –	–	– –	1	1
From Milford to Pembroke Dock	1	1 – –	–	– –	1	1 6 –	–	– –	–	– –	–	– –	2	2
From Milford to Neyland	–	– –	–	– –	–	– –	1	1 4 –	–	– –	–	– –	1	1
Transporting within the District and Lay Days.	–	– –	2	1 10 –	1	– 19 –	–	– –	–	– –	–	– –	3	2
TOTAL	–	—	–	—	–	—	–	—	–	—	–	—	28	66

(2.)—OUTWARDS.

From Milford Harbour, above a line drawn from Newton Noyse Point to Martins's Haven, to Sea.	1	2 – 6	–	– –	7	17 5 9	2	2 19 3	2	6 – 6	–	– –	12	28
From Milford Harbour, below the said line, to Sea.	–	– –	2	3 17 7	3	7 6 –	2	3 14 6	3	5 7 6	–	– –	10	20
From Pembroke Dock to Sea	1	2 5 –	2	3 4 1	2	4 12 3	1	2 3 11	–	– –	–	– –	6	12
From Neyland to Milford	–	– –	1	1 6 3	–	– –	–	– –	–	– –	–	– –	1	1
TOTAL	–	—	–	—	–	—	–	—		—	–	—	29	62

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

NEATH.

NAMES of PILOTS.

Emanuel	aged 48	William Williams (1)	62	Thomas Jones (2)	33
Perkins	48	William Williams (2)	55	Jeremiah Gilbert	45
Phillips (2)	30	William Williams (3)	42	William Phillips	29
eynolds	45	John Emanuel	47	George Phillips	29
Vaughan	58	Thomas White	39	James Vaughan	33
Williams	54	Henry Perrett	58	Robert John Jones	26
Villiams	63	John Evans	42	Thomas Williams	36
Williams	42	James Williams	32	Thomas Williams (2)	28
illiams	31	Thomas Griffiths	29	David Williams	29

Limits of License:—From the outside of Neath Bar into the Port and Harbour of Neath, and *vice versâ*.

RATES.

The Rates of Pilotage are the same as printed at p. 34 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which LOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
or Outer Buoy to tation.	339	168 16 6	1,242	617 19 5	1	1 18 –	7	3 11 5	38	18 9 –	1,627	810 14 4
or Outer Buoy to Station.	45	26 11 5	163	82 14 8	–	– –	3	1 10 –	17	9 5 3	228	120 1 4
or Outer Buoy to Station.	4	3 6 –	43	28 11 3	–	– –	–	– –	1	– 9 7	48	32 6 10
TOTAL	–	—	–	—	–	—	–	—	–	—	1,903	963 2 6

(2.)—OUTWARDS.

t Station to Sea	220	112 4 8	1,330	688 9 9	1	– 12 8	5	2 17 2	38	19 – 9	1,594	823 5 –
ond Station to Sea	22	14 16 1	179	105 18 3	–	– –	2	– 16 –	16	8 13 9	219	130 4 1
rd Station to Sea	2	1 4 6	25	16 13 4	–	– –	–	– –	1	– 11 3	28	18 19 1
TOTAL	–	—	–	—	–	—	–	—	–	—	1,841	972 8 2

NEWHAVEN.

NAMES of PILOTS.

Henry Read	aged 55
George Stevens	51
Henry Mockett	47
William Miller	45
William Medhurst	43
Thomas Medhurst	38
Edward Medhurst	34

Limits of License:—From Dungeness to Selsea Bill, and from Selsea Bill to Dungeness, and in and out of all anchorages within those limits (except the Ports of Arundel, Littlehampton, Shoreham, and Rye), and from Sea into the Port of Newhaven, and from Newhaven to Sea, and backwards and forwards within the said Port.

RATES.

The Rates of Pilotage are the same as printed at p. 35 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—NEWHAVEN—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOT
	COASTERS.				OVERSEA.								
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Harbour of Newhaven.	91	106 11 5½	222	256 10 10½	2	1 8 –	3	1 18 3	5	3 12 –	6	5 17 4	329

(2.)—OUTWARDS.

From Harbour of Newhaven to Sea.	91	47 15 10	227	99 8 2	1	– 10 –	1	– 12 –	4	1 10 4	6	3 12 1	330

PADSTOW.

NAMES of PILOTS.

John Blake	aged 49	William Stribley	aged 43
Samuel French	39	George Stone	34
William Henwood	33	Andrew Truscott	35
Richard Old	29		

Limits of License:—From the Mo of Pentyre Point, to the Quays, Trevose Head, and into and out of a places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 36 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.		TOTA
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Stepper Point to Padstow	282	110 19 4	2	1 12 6	105	56 11 –	2	1 5 10	10	20 7 6	401

(2.)—OUTWARDS.

From Padstow to Stepper Point	146	29 7 2	2	1 13 –	21	12 2 10	–	– –	3	1 17 8	172

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PENZANCE.

NAMES of PILOTS.

ı - - - aged 41	Richard Mathews - - aged 47	*Limits of License*:—From the Lizard to Cape Cornwall, and from Cape Cornwall to the Lizard, and to and from and into and out of all ports and places within those limits.
bis - - - - 54	Thomas H. Pentreath - - - 31	
in Ford - - - 40	Charles Pezzack - - - - 43	
Harvey - - - 51	James Pezzack - - - - 38	
l - - - - 29	Thomas Pascoe Phillips - - 54	
Hill - - - 54	Richard Quick - - - - 37	
illis Jacka - - 35	Thomas Strick - - - - 47	
atthews Jago - - 36	Henry Trewheld - - - - 29	

RATES.

The Rates of Pilotage are the same as printed at p. 37 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ANCES which OTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Roadsteads or ount's Bay.	51	32 12 –	73	29 17 –	26	34 2 –	5	7 9 –	56	62 19 –	2	2 11 –	213	169 10 –
eads to either rs in Mount's	2	1 18 –	–	– – –	1	– 18 –	–	– –	3	2 12 6	–	– –	6	5 8 6
ney - -	7	4 2 –	2	– 10 –	14	9 – –	3	3 3 –	47	25 11 6	1	1 1 –	74	43 7 6
OTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	293	218 6 –

(2.)—OUTWARDS.

eads and Piers s Bay to Sea.	17	7 15 –	50	22 10 –	22	21 17 –	6	7 12 –	29	27 15 6	–	– –	124	87 9 6
ney -	–	– –	–	– –	–	– –	–	– –	2	1 6 –	–	– –	2	1 6 –
OTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	126	88 15 6

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

PLYMOUTH.

NAMES of PILOTS.

George Williams	aged 63	Charles Tucker	aged 38
Isaac Pearse	50	William Waldron Tucker	32
John Eddy	69	Henry Skelton	38
John Hoppins	50	George Phillips	40
William Glinn	51	Robert Dyer	38
Samuel Hancock	53	William Henry Brooks	29
Edward Glynn	45	John Spriddell (1)	33
William Parford	39	Samuel Lane	61
John Hooper Brooks	44	John Spriddell (2)	39
John Glinn	36	Samuel Hancock, junior	39
William Cullis	46	Richard G. Glinn	27
Thomas Noble	43	W. F. Kent	26
J. Burnall Williams	36	J. L. Hoppins	24
George Hoppins	37	Edward Tucker	31
John Parford	42	James Eddy	23

Limits of License.—From Plymouth and out of Hamoaze, and Plymouth Pool water, in and out of Cawsand Bay. For to the westward as far as Love, and east as the Start, and into and out of all places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 38 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount. £. s. d.	Towed by Steam. No.	Amount. £. s. d.	TOT No.
From Sea to Sound	4	7 12 6	1	2 8 9	145	314 3 3	33	64 19 6	120	234 9 6½	15	49 2 –	318
From Sea to Catwater	–	– – –	1	1 4 –	20	54 – 6	–	– – –	22	46 10 –	–	– – –	43
From Sea to Sutton Pool	1	2 – –	1	1 19 –	13	28 – –	–	– – –	11	22 13 –	–	– – –	26
From Sea to Mill Bay	7	9 10 –	–	– – –	3	7 14 –	13	26 17 9	8	25 6 –	1	1 4 –	32
From Sea to Stonehouse Pool.	–	– – –	1	3 – –	3	9 8 –	1	1 19 4	5	18 15 –	1	3 10 –	11
From Sea to Hamoaze	–	– – –	–	– – –	2	10 – –	–	– – –	6	17 7 –	1	2 12 –	9
From Sound to Catwater	–	– – –	1	1 – 7	3	6 6 4	13	28 10 1	8	19 2 7	3	4 16 9½	28
From Sound to Sutton Pool	–	– – –	–	– – –	2	3 9 –	2	2 6 10	5	6 10 3	5	8 15 10	14
From Sound to Stonehouse Pool.	–	– – –	–	– – –	–	– – –	10	23 17 4	2	5 5 –	3	6 3 4	15
From Sound to Mill Bay	–	– – –	1	1 12 6	7	14 7 6	10	18 8 6	12	24 4 6	9	16 2 –	39
From Sound to Hamoaze	–	– – –	–	– – –	–	– – –	–	– – –	1	1 16 9	–	– – –	1
Transporting within the Harbour.	–	– – –	2	3 1 1	6	6 3 6	6	8 – 6	5	6 17 6	2	3 2 3	21
Distance Money	–	– – –	–	– – –	15	35 10 –	4	4 5 4½	13	24 10 –	5	16 9 –	37
TOTAL	–	—	–	—	–	—	–	—	–	—	–	—	594

(2.)—OUTWARDS.

From Sound to Sea	5	7 9 9	–	– – –	111	244 14 3	35	66 15 1	56	105 17 7	12	34 18 –	219
From Catwater to Sea	1	2 4 –	1	2 8 –	7	19 – 6	4	12 – –	8	15 6 –	4	8 17 –	25
From Sutton Pool to Sea	–	– – –	1	1 4 –	5	9 12 –	6	10 – 3	4	6 16 –	3	3 8 9	19
From Mill Bay to Sea	–	– – –	19	31 6 11	5	13 16 –	21	50 14 5	4	8 8 –	4	8 12 3	53
From Stonehouse Pool to Sea	–	– – –	–	– – –	1	2 – –	–	– – –	2	4 – –	4	7 11 6	7
From Hamoaze to Sea	–	– – –	1	1 4 –	–	– – –	1	1 4 –	1	2 – –	2	2 17 –	5
From Sutton Pool to Sound	–	– – –	–	– – –	1	1 5 –	–	– – –	1	1 2 6	1	– 18 9	3
From Catwater to Sound	–	– – –	–	– – –	1	2 17 9	2	3 2 –	1	1 5 –	–	– – –	4
From Mill Bay to Sound	–	– – –	3	3 16 6	2	5 8 6	7	8 4 9	1	1 – –	2	1 15 –	15
From Stonehouse Pool to Sound.	–	– – –	–	– – –	–	– – –	6	8 19 5	–	– – –	–	– – –	6
Distance Money	–	– – –	–	– – –	1	1 4 –	–	– – –	1	1 10 –	3	12 18 3	5
TOTAL	–	—	–	—	–	—	–	—	–	—	–	—	361

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

POOLE.

NAMES of PILOTS.

32 of Parl. Paper, No. 416 of 1864.—Omitting the name of Thomas E. G. Wills; and adding those of J. Thompson Fisher, 36; Thomas Brown, 28; Henry Brown, 34; F. W. Wills, 28; and John Hughes, 32.

RATES.

The Rates of Pilotage are the same as printed at p. 39 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

TANCES or which LOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
(between St. Al- nd Christchurch to Poole.	9	8 8 3	19	16 15 3	2	3 3 6	2	2 19 9	9	14 12 –	4	6 16 9	45	52 15 6
to Studland Bay	–	– – –	–	– – –	–	– – –	–	– – –	–	– – –	1	1 10 –	1	1 10 –
dland Bay or Bar .	221	215 9 9	86	82 13 8	20	28 13 –	12	21 13 5	29	35 17 9	19	28 18 7	387	413 6 2
ng within the , Lay Days, &c.	1	– 15 –	–	– –	1	1 17 6	–	– –	–	– –	1	– 10 –	3	3 2 6
Money - - -	–	– –	2	12 – –	–	– –	–	– –	–	– –	3	18 – –	5	30 – –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	441	500 14 2

(2.)—OUTWARDS.

ole to Bar and d Bay.	182	172 7 6	75	68 6 3	12	15 13 –	19	31 2 6	18	23 1 3	15	17 9 7	321	328 – 1
Money - -	–	– –	2	12 – –	1	4 – –	1	12 – –	–	– –	3	18 – –	7	46 – –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	328	374 – 1

PORTMADOC.

NAMES of PILOTS.

See p. 33 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 40 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—PORTMADOC—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES from which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTAL	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Sea to Harbour of Portmadoc.	219	75 1 8½	334	140 5 –	19	11 12 3	144	85 14 11	1	– 7 6	3	2 17 3	720	315
(2.)—OUTWARDS.														
From Harbour of Portmadoc to Sea.	221	75 7 3½	335	141 1 4	18	11 12 1	145	87 8 4	1	– 7 6	3	2 17 2	723	318

ROCHESTER.

NAME of PILOT.

Charles E. Beck - - - aged 38

Limits of License:—From the Nore, down the River Thames, and the North and South Channels, and round the Long Sand Head into the Downs, and in and out of Harwich Harbour; also for the navigation at the back of the Goodwin Sands, round the South Sand Head, into the Downs, and into Ramsgate Harbour; also from the Nore, up the River Medway, to Chatham, and *vice versâ*; and from the Nore, up the River Thames to Gravesend.

RATES.

The Rates of Pilotage are the same as printed at p. 5 of Parl. Paper, No. 264 of 1863.

Amount received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTAL	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From the Nore to Chatham and Rochester.	–	– – –	1	3 12 –	–	– – –	–	– – –	8	27 15 6	2	6 15 –	11	38
From Sheerness to Chatham and Rochester.	2	4 14 9	3	8 5 2	7	17 14 –	6	21 12 2	21	46 3 –	4	13 3 6	43	111
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	54	149
(2.)—OUTWARDS.														
From Rochester and Chatham to Sea.	–	– – –	–	– – –	–	– – –	–	– – –	16	100 2 –	1	6 11 6	17	106
From Sheerness to Sea	–	– – –	2	8 12 –	–	– – –	–	– – –	4	20 18 –	–	– – –	6	29
From the Nore to Sea	–	– – –	–	– – –	1	4 3 –	–	– – –	–	– – –	–	– – –	1	4
From Chatham to Sheerness	1	1 18 –	1	2 14 6	–	– – –	–	– – –	1	2 1 –	–	– – –	3	6
From Chatham to the Nore	–	– – –	–	– – –	1	2 – –	–	– – –	2	5 9 –	–	– – –	3	7
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	30	154

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

RYE.

NAMES of PILOTS.

Joseph Illenden - - - - aged 40
George John Fairhall - - - - 32

Limits of License:—Into and out of the Port and Harbour of Rye, and along the Coast between Dungeness and Beachy Head, and to and from all anchorages and places within those limits.

RATES.

The Rates of Pilotage are the same as printed at p. 41 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

TANCES for which LOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
to Pier - -	8	10 15 9	21	25 12 6	6	8 15 6	9	11 4 1	9	13 2 7	6	9 14 3	59	79 4 8
to Town - -	–	- -	7	5 12 7	6	6 12 11	3	3 9 3	4	4 5 1	4	3 5 3	24	23 5 1
- - -	–	- -	–	- -	–	- -	–	- -	1	– 10 6	–	- -	1	– 10 6
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	84	103 – 3

(2.)—OUTWARDS.

wn to Sea - -	1	– 13 4	8	6 17 8	–	- -	–	- -	1	– 15 9	4	2 – 3	14	10 7 –
r to Sea - -	8	6 8 5	14	9 1 5	2	1 1 2	5	2 10 8	2	1 12 6	11	6 19 4	42	27 13 6
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	56	38 – 6

SCILLY

NAMES of PILOTS.

Pender - - - aged 62
Ashford - - - 53
Ellis - - - 50
enkins - - - 52
n Jenkin - - - 49
lumphry Woodcock - 63
Jenkin - - - - 62
Stediford - - - 54
llis (2) - - - - 53
ford Goddard - - - 43

Walter Hicks - - - aged 44
Walter Hicks (2) - - - 41
Thomas Ashford - - - 44
H. Humphries Stediford - - 43
William Woodcock - - - 36
Israel Hicks - - - - 34
Stephen Hicks - - - - 38
William Thomas - - - 38
Walter Legg - - - - 28

Limits of License:—To and from and into and out of all ports and places in and about the Islands of Scilly.

RATES.

The Rates of Pilotage are the same as printed at p. 42 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—SCILLY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTA	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	A
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Sea to Scilly - -	42	37 11 9	3	4 5 3	80	180 - 11	15	41 12 7½	78	139 7 7	2	3 13 1	220	406
Lay Days, Tide Work, and Shifting Berth.	1	- 10 6	-	- - -	3	4 4 -	-	- - -	3	6 15 6	-	- - -	7	11
Distance Money - -	-	- -	-	- -	-	- -	-	- -	1	8 - -	-	- -	1	8
TOTAL - - -	-	—	-	—	-	—	-	—	-	—	-	—	228	426

(2.)—OUTWARDS.

From Scilly to Sea - -	37	33 2 9	3	4 5 2	75	174 10 -	13	40 3 5½	75	139 6 9	2	3 13 1	205	393
Distance Money - -	-	- -	-	- -	8	70 10 -	-	- -	2	20 - -	-	- -	10	90
TOTAL - - -	-	—	-	—	-	—	-	—	-	—		—	215	485

SHOREHAM.

NAMES of PILOTS.

See p. 36 of Parl. Paper, No. 416 of 1864; adding that of John Austin, aged 31.

RATES.

The Rates of Pilotage are the same as printed at p. 43 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTA	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	A
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Sea to Harbour of Shoreham.	6	3 10 5	437	565 17 4½	7	4 13 5½	26	25 13 5¼	4	2 1 3	77	82 18 9½	557	684

(2.)—OUTWARDS.

From Harbour of Shoreham to Sea.	-	- -	425	201 4 1¾	2	- 18 -	23	10 11 11	5	2 7 -	72	34 7 5	527	249
Distance Money - -	5	7 - -	-	- - -	1	2 15 -	-	- - -	4	9 10 -	-	- -	10	19
TOTAL - - -	-	—	-	—		—	-	—	-	—	-	=	537	268

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

SOUTHAMPTON.

NAMES of PILOTS.

See p. 36 of Parl. Paper, No. 416 of 1864.

For the Limits, "From Cowes Roads, Stoke's Bay, the Motherbank, or St. Helen's to Southampton, and from Southampton through the several channels and passages to Sea" - - - - - - - - - - } Add the name of George Eldridge - aged 39.

RATES.

The Rates of Pilotage are the same as printed at p. 44 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which ILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
to Southampton -	–	- -	–	- -	2	4 13 –	1	1 1 4½	1	3 10 –	1	3 10 –	5	12 14 4½
head to Southampton	1	2 – 6	5	10 6 6	1	1 8 –	1	1 4 –	8	12 15 –	40	72 7 1	56	100 1 1
to Southampton -	2	3 7 –	12	14 14 6	7	13 12 –	71	112 9 4	9	16 3 –	–	- -	101	160 5 10
hot to Southampton -	3	3 16 –	2	1 8 –	1	– 18 4	–	- -	–	- -	–	- -	6	6 2 4
ton to Southampton -	5	6 16 –	24	34 1 9	–	- -	–	- -	–	- -	–	- -	29	40 17 9
e's Bay to Southamp-	–	- -	1	– 19 6	–	- -	1	4 1 –	2	3 12 –	–	- -	4	8 12 6
es to Southampton -	1	– 15 –	4	2 – 6	1	– 10 –	–	- -	–	- -	6	9 12 9	12	12 18 3
ables to Southampton	11	15 – 9	2	2 5 –	12	19 5 6	5	5 15 4	27	38 18 6	3	4 1 –	60	85 6 1
herbank to Southamp-	–	- -	–	- -	–	- -	1	1 4 –	1	1 10 –	4	10 9 3	7	13 3 3
bridge, &c. to South-	6	2 10 –	–	- -	–	- -	–	- -	–	- -	–	- -	6	2 10 –
ut of places within the and Docking.	391	223 17 11	3	2 5 –	3	2 9 –	2	1 6 3	10	9 11 6	–	- -	409	239 9 8
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	695	682 1 1½

(2.)—OUTWARDS.

hampton to Sea -	8	28 9 1	5	14 13 3	14	49 7 6	76	408 7 3	25	76 1 1	47	219 1 9	175	795 19 11
hampton to Brambles	1	1 10 –	5	4 12 –	1	– 16 –	–	- -	10	12 14 –	–	- -	17	19 12 –
hampton to Needles -	1	1 16 –	–	- -	–	- -	20	74 7 8	–	- -	–	- -	21	76 3 8
thampton to Stoke's	–	- -	2	4 10 6	–	- -	2	4 1 –	–	- -	–	- -	4	8 11 6
hampton to Newtown	1	2 – –	27	27 2 –	–	- -	–	- -	–	- -	–	- -	28	29 2 –
hampton to Leap -	–	- -	2	1 15 3	–	- -	1	2 – 6	–	- -	–	- -	3	3 15 9
thampton to Cowes -	–	- -	–	- -	1	1 7 –	–	- -	1	2 16 3	–	- -	2	4 3 3
hampton to Spithead	–	- -	–	- -	–	- -	–	- -	–	- -	1	2 1 6	1	2 1 6
thampton to Calshot -	1	– 18 –	–	- -	–	- -	–	- -	1	– 16 –	–	- -	2	1 14 –
hampton to Redbridge,	7	3 3 –	–	- -	–	- -	–	- -	–	- -	–	- -	7	3 3 –
thampton to Roads -	–	- -	5	2 – 6	–	- -	–	- -	–	- -	–	- -	5	2 – 6
nbles to Roads - -	–	- -	–	- -	1	1 6 –	–	- -	–	- -	–	- -	1	1 6 –
p to Roads - -	–	- -	–	- -	–	- -	1	2 2 9	–	- -	–	- -	1	2 2 9
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	267	949 15 10

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—*continued.*

TEIGNMOUTH.

NAMES of PILOTS.

See p. 37 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 45 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TO
	COASTERS.				OVERSEA.								
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Harbour of Teignmouth.	88	71 16 –	161	169 13 10	2	2 5 2	12	19 17 8	5	4 19 2	13	17 16 –	281

(2.)—OUTWARDS.

From Harbour of Teignmouth to Sea.	50	20 17 7	135	76 – 2	1	– 12 –	7	4 16 4	1	– 4 2	10	6 17 6	204

WELLS.

NAMES of PILOTS.

See p. 38 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 46 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOT
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Harbour of Wells	3	1 8 10	17	9 3 3½	6	3 15 9½	7	3 8 11	5	1 12 6	38

(2.)—OUTWARDS.

From Harbour of Wells to Sea -	7	3 3 –	10	3 19 10½	–	- -	2	– 12 –	4	1 3 4	23

WEYMOUTH.

NAMES of PILOTS.

See p. 39 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 47 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

TANCES r which OTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
to Weymouth d Portland Bay.	10	10 19 –	–	– –	9	20 6 6	5	7 18 –	14	20 3 –	2	3 – 9	40	62 7 3
outh and Port- ds to Harbour.	83	114 7 3	4	3 17 3	14	24 4 6	3	4 19 –	25	38 11 1	2	2 18 6	131	188 17 7
o Lyme – –	44	35 14 6	–	– –	–	– –	–	– –	–	– –	–	– –	44	35 14 6
TOTAL – – –	–	—	–	—	–	—	–	—	–	—	–	—	215	286 19 4

(2.)—OUTWARDS.

outh and Port- ds to Sea.	–	– –	–	– –	7	13 18 –	2	3 3 –	6	13 9 –	1	1 4 9	16	31 14 9
mouth Harbour outh and Port- ds.	11	12 14 6	2	1 12 9	8	14 17 6	1	– 14 –	16	18 11 –	1	– 15 –	39	49 4 9
to Sea – –	40	32 13 6	–	– –	–	– –	–	– –	–	– –	–	– –	40	32 13 6
oney – –	–	– –	–	– –	1	3 3 –	1	3 – –	–	– –	1	4 4 –	3	10 7 –
TOTAL – – –	–	—	–	—	–	—	–	—	–	—	–	—	98	124 – –

WOODBRIDGE.

NAMES of PILOTS.

See p. 39 of Parl. Paper, No. 416 of 1864.

RATES.

The Rates of Pilotage are the same as printed at p. 48 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—WOODBRIDGE—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTA
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.		Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From Sea to Harbour	305	91 7 3	2	– 15 5	–	–	4	2 – 11	–	–	311
From Bowships to Waldringfield	4	1 11 8	–	–	–	–	–	–	–	–	4
From Sea to Bowships	20	9 10 6	–	–	–	–	3	1 19 –	–	–	23
From Sea to Waldringfield	1	– 7 6	–	–	–	–	–	–	–	–	1
From Bowships to Lower Quay	80	25 12 9	–	–	–	–	–	–	–	–	80
From Bowships to Upper Quay	108	40 6 6	–	–	1	– 9 3	–	–	–	–	109
From Bowships to Melton	59	25 4 6	–	–	–	–	–	–	–	–	59
From Bowships to Kingston	–	–	–	–	–	–	–	–	1	– 12 10	1
From Horse to Kingston	–	–	–	–	–	–	2	1 13 6	–	–	2
From Horse to Upper Quay	3	1 19 7	–	–	–	–	–	–	1	– 9 6	4
From Horse to Lower Quay	10	4 8 11	–	–	–	–	1	– 11 4	–	–	11
From Sea to Horse	1	– 16 8	–	–	–	–	–	–	–	–	1
From Waldringfield to Upper Quay.	1	– 5 –	–	–	–	–	–	–	–	–	1
From Horse to Jetty	1	– 16 8	–	–	–	–	–	–	2	1 15 10	3
From Bowships to Jetty	10	4 8 –	–	–	–	–	–	–	–	–	10
Shifting Berth and Tide Work	96	18 19 6	–	–	–	–	–	–	–	–	96
TOTAL	–	—	–	—	–	—	–	—	–	—	716

(2.)—OUTWARDS.

From Melton to Bowships	47	19 10 –	–	–	–	–	–	–	–	–	47
From Upper Quay to Bowships	110	35 18 10	–	–	–	–	–	–	–	–	110
From Lower Quay to Bowships	90	27 4 1	–	–	–	–	–	–	–	–	90
From Jetty to Bowships	1	– 5 10	–	–	–	–	–	–	–	–	1
From Upper Quay to Horse	4	1 13 3	–	–	–	–	–	–	1	– 7 11	5
From Lower Quay to Horse	10	5 2 –	–	–	–	–	1	– 6 8	–	–	11
From Kingston to Horse	3	1 – 6	–	–	–	–	2	– 17 4	2	– 18 8	7
From Waldringfield to Horse	2	1 10 4	–	–	–	–	–	–	–	–	2
From Harbour to Sea	324	89 1 7	–	–	–	–	3	1 1 8	–	–	327
From Jetty to Horse	1	– 8 –	–	–	–	–	–	–	–	–	1
From Horse to Sea	–	–	–	–	–	–	1	– 6 3	–	–	1
TOTAL	–	—	–	—	–	—	–	—	–	—	602

YARMOUTH.

NAMES of PILOTS.

Abel King	aged	58
Henry Leggett, jun.		69
Edward Shawl		75
Charles King		63
John Canham		63
John Salmon		55
John Funney King		54
Benjamin Bensley		64
Richard Salmon		56
Robert Moss		58
Charles L. King		53
James Shawl Calver		68
Samuel R. J. Mackerell		56
James Salmon		44

Limits of License :—In and out of Yarmouth Harbour to the Roads, and through the different Gatways to Sea; and to and from Sea through the Gatways into Yarmouth Roads and Harbour.

James H. S. Leggett,	aged	53
Isaac J. Shawl		70
Edward Leggett (1)		57
Edward Leggett (2)		60
Robert Woods		75
Richard J. Garwood		47
James Fish Wood		48
James Shawl		68
Robert J. W. Halfnight		50
Charles Leggett		61
W. C. Turner		50
Richard Leggett		57
Benjamin Holt		75

Limits of License :—of Yarmouth Harbour to and from Yarmouth Roa Harbour.

Thomas Ellis	aged	65
Benjamin King, jun.		58
Barzilai Thompson		55
Stephen Steel		55

Limits of License :—From Sea through the different Gatways and Channels into Yarmouth Roads; and from Yarmouth Roads through the different Gatways and Channels to Sea.

RATES.

The Rates of Pilotage are the same as printed at p. 49 of Parl. Paper, No. 264 of 1863.

CORPORATION OF TRINITY HOUSE OF DEPTFORD STROND—YARMOUTH—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which LOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
o Roads - - -	1	2 16 –	–	- -	19	47 12 –	5	12 16 –	84	228 14 6	8	20 8 -	117	312 . 6 6
s to Harbour - -	36	26 11 3	56	70 13 10	5	8 1 6	80	143 – 2	13	13 6 9	80	113 13 1	270	375 6 7
o Harbour - -	–	- -	–	- -	1	– 18 –	1	2 – 6	–	- -	–	- -	2	2 18 6
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	389	690 11 7

(2.)—OUTWARDS.

s to Sea - - -	5	6 17 6	–	- -	3	4 6 3	3	3 12 7	25	36 6 –	18	27 16 9	54	78 19 1
our to Roads - -	4	2 17 6	62	59 13 1	1	– 18 –	22	23 3 2	4	3 2 6	53	46 11 -	146	136 5 3
our to Sea - -	–	- -	2	1 12 –	–	- -	–	- -	–	- -	–	- -	2	1 12 –
TOTAL - - -	–	—	–	—	–	—	–	—	–	—	–	—	202	216 16 4

ugust 1866.

P. H. Berthon, Secretary.

SUMMARY OF THE TRINITY HOUSE RETURNS.

As to PILOTS.

Number of Pilots in the London District - - - - - - -	378
Number of Pilots in the Outports - - - - - - - -	496
Aggregate Number - - - -	874

As to RECEIPTS for PILOTAGE.

		INWARDS.	OUTWARDS.
		£. s. d.	£. s. d.
Amount received in London District for Pilotage - -		75,419 10 4	42,870 3 10
Amount received at the Outports for - ditto - -		21,556 15 4	12,765 1 7
	£.	96,976 5 8	55,635 5 5

Aggregate Receipts - - - £. 152,611. 11. 1.

ugust 1866.

P. H. Berthon, Secretary.

CORPORATION OF THE TRINITY HOUSE, KINGSTON-UPON-HULL.

BYE-LAWS and REGULATIONS.

The Regulations printed at pp. 44 to 46 of Parl. Paper, No. 244 of 1859, are still in force.

NAMES of PILOTS.

Younger Brethren who are Branch Pilots: *See* pp. 42, 43, and 44 of Parl. Paper, No. 416 of 1864.

Omit the names of John Bell, I. Dickinson, James Frank, Thos. Keetley, H. R. Kruger, and Thos. Leaper; and add that of George W. M'Kenzie, aged 35 - - - - -

Limits: From the Humber, northward, to Flamborough Head, Tinmouth Bar, Frith of Forth, up to Leith Roads; eastward, to Heligoland and the Red Buo Elbe; and eastward, to the Naze of Norway, the Scaw, through the Cattegat, th and Baltic, to Riga.

EAST COAST.

Add the name of Henry J. Foreman, aged 34; and omit the names of R. Hall and J. Heckenberg - - - - - - - - -

Limits: From St. Edmund's Ness on the Coast of Norfolk, from the High Horn Beac Wisbech Eye, and from the Lower Roads of Lynn, southward, to Wintertonness; ar ward, to the River Humber or the Northness of Dimlington, bearing west, and *vice*

RATES.—The Rates of Pilotage printed at pp. 128 and 129 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

To the HUMBER and along the EAST COAST.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTAL	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amo
		£. s. d.		£. s. d.		£. s. d.		£.
From Nore to the Humber - - - -	–	- -	2	11 4 –	1	9 9 –	3	20
From Lynn Deeps to the Humber, or the Northness of Dimlington bearing west.	9	35 16 –	–	- -	–	- -	9	35
From Leith to the Humber - - - -	–	- -	1	3 12 –	–	- -	1	3
From Sunderland to the Humber - - -	–	- -	1	4 15 –	–	- -	1	4
From Shields to the Humber - - -	–	- -	1	5 18 9	4	16 7 6	5	22
From Lynn Deeps to Sutton - - -	–	- -	–	- -	1	2 19 6	1	2
From Lynn Deeps to Skegness - - -	–	- -	–	- -	3	7 14 –	3	7
Intermediate distances within the limits mentioned.	–	- -	1	12 – –	–	- -	1	12
TOTAL - - -	9	35 16 –	6	37 9 9	9	36 10 –	24	109

From the HUMBER and along the EAST COAST.

From the Humber to Downs - - -	4	33 17 6	20	181 5 –	57	438 11 3	81	653
From the Humber to Nore - - - -	3	18 11 –	1	3 12 –	2	13 17 6	6	36
From the Humber to Yarmouth - - -	–	- -	1	1 15 –	1	4 11 –	2	6
From the Humber, or the Northness of Dimlington bearing west, to Boston Deeps.	–	- -	6	28 16 –	18	82 4 –	24	111
From the Humber, or the Northness of Dimlington bearing west, to Lynn Deeps.	–	- -	10	52 19 6	119	552 16 –	129	605
From the Humber, or the Northness of Dimlington bearing west, to Blakeney.	–	- -	–	- -	2	6 8 –	2	6
From the Humber to Leith - - - -	–	- -	1	7 4 –	–	- -	1	7
From the Humber to Sunderland - - -	1	3 18 –	–	- -	1	2 10 –	2	6
From the Humber to Shields - - -	3	9 5 –	4	14 6 –	46	140 19 –	53	164
From Sutton to Boston Deeps - - -	–	- -	–	- -	1	2 16 –	1	2
From Sutton to Lynn Deeps - - -	1	3 17 –	3	13 2 6	2	5 12 –	6	22
From Skegness to Boston Deeps - - -	–	- -	1	2 14 –	2	7 16 –	3	10
From Skegness to Lynn Deeps - - -	1	3 2 6	2	7 10 –	11	33 17 –	14	44
Intermediate distances within the limits mentioned.	3	7 9 6	16	35 18 –	13	26 8 –	32	69
TOTAL - - -	16	80 – 6	65	349 2 –	275	1,318 5 9	356	1,747

RECEIPT and EXPENDITURE of all MONIES received in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£.
To pilots' poundage, being 5 per cent. on the earnings of such pilots as are younger brethren of the corporation, and of the extra coasting pilots - - - - -	97 7 6	By income tax - - - - - - -	1
To income tax - - - - - - -	1 16 9	By balance - - - - - - -	97 1
£.	99 4 3	£.	99

Note.—The above amount is carried to the general account of this corporation.

Trinity House, Hull, 17 February 1866. *Robert Gill*, Warden's Cl

PORT OF HULL AND RIVER HUMBER.

BYE-LAWS.—The Bye-Laws printed at pp. 107-109 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

PILOTS *appointed and licensed for the* RIVER HUMBER *under the Act* 2 *&* 3 *Will.* 4, *c.* 125.

See p. 40 of Parl. Paper, No. 243 of 1865.

PILOTS *licensed for the* RIVER HUMBER *under the Acts* 2 *&* 3 *Will.* 4, *c.* 105, *and* 12 *&* 13 *Vict. c.* 81.

See p. 40 of Parl. Paper, No. 243 of 1865.

ASTERS and MATES *to whom Certificates have been granted within the limits of the* HUMBER PILOTS *under the Acts* 2 *&* 3 *Will.* 4, *c.* 105, *and* 12 *&* 13 *Vict. c.* 104.

See p. 40 of Parl. Paper, No. 243 of 1865.

PILOTS *appointed and licensed for* NEW HOLLAND, *in the County of* LINCOLN.

See p. 47 of Parl. Paper, No. 416 of 1864.

MASTERS *to whom Certificates have been granted for* NEW HOLLAND, *in the County of* LINCOLN, *under the Act* 17 *&* 18 *Vict. c.* 104.

See p. 48 of Parl. Paper, No. 416 of 1864. Add Matthew Woodhall, aged 47.

MASTERS *to whom Certificates have been granted for the* PORT of GRIMSBY, *in the County of* LINCOLN, *under the Act* 17 *&* 18 *Vict. c.* 104.

See p. 40 of Parl. Paper, No. 243 of 1865.

ER *to whom Certificate has been granted for the* PORT of KINGSTON-UPON-HULL, *and for the* PORT of GREAT GRIMSBY, *in the County of* LINCOLN, *under the Act of Parliament* 17 *&* 18 *Vict. c.* 104.

See p. 48 of Parl. Paper, No. 416 of 1864.

ER *to whom Certificate has been granted for the* PORT of KINGSTON-UPON-HULL, *and for the* RIVER HUMBER, *between the said Port and* FERRIBY SLUICE, *under the Act* 17 *&* 18 *Vict. c.* 104.

See p. 48 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

IULL - - -
EW HOLLAND -} The Rates printed at pp. 129 and 130 of Parl. Paper, No. 516 of 1855, are still in force.

REAT GRIMSBY - The Rates printed at p. 45 of Parl. Paper, No. 354 of 1856, are still in force.

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

AMOUNT received for Pilotage of Vessels in 1865.

PORT OF HULL.—(1.) INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTA
	COASTERS.				OVERSEA.								
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to Hawke Roads or Grimsby Roads	2	2 12 6	3	3 16 6	11	18 4 6	–	– –	15	22 8 6	8	5 19 10	39
From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Port of Kingston-upon-Hull	28	41 7 11	1	1 5 –	578	1,788 14 4	3	5 11 8	1,236	3,642 10 3	10	18 – 1	1,856
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to Hawke Roads or Grimsby Roads	–	– –	–	– –	–	– –	–	– –	3	2 19 –	–	– –	3
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Port of Kingston-upon-Hull	3	3 4 –	2	2 3 –	93	221 12 9	3	4 12 8	139	325 12 4	1	2 10 –	241
From the Spurn High Lighthouse bearing north-east to the Port of Kingston-upon-Hull	3	4 19 9	1	– 12 3	44	90 9 1	2	2 11 –	55	110 14 3	1	– 18 8	106
From the Hawke Roads, the Buoy of the Burcome, or Grimsby Roads, to the Port of Kingston-upon-Hull	10	7 15 10	1	1 1 –	27	39 3 –	–	– –	43	64 8 3	6	5 19 10	87
From Whitebooth Roads to the Port of Kingston-upon-Hull	–	– –	–	– –	1	– 18 –	–	– –	1	– 13 –	–	– –	2
Tidesworks, Attendances, &c.	–	– –	–	– –	–	– –	–	– –	–	– –	–	– –	–
Total	46	60 – –	8	8 17 9	754	2,159 1 8	8	12 15 4	1,492	4,169 5 7	26	33 8 5	2,334

Vessels changing at Hull for Ports and Places above Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots	114	344 13 8

PORT OF GRIMSBY.—(1.) INWARDS.

From the distance at Sea where the Northness of Dimlington bears west-south-west to the northward of Kilnsea North Cliff, to the Grimsby Docks	–	– –	4	4 8 9	183	406 – 4	14	13 4 10	429	934 12 6	16	14 15 –	646
From the distance at Sea where Kilnsea North Cliff bears west-north-west to the northward of the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the Grimsby Docks	1	2 9 –	1	– 15 –	28	43 19 8	1	1 7 6	43	67 19 2	1	1 12 –	75
From the New Sand Buoy, or the Floating Light Vessel at the entrance of the River Humber, to the eastward of the Point where the Spurn High Lighthouse bears north-east, to the Grimsby Docks	4	3 14 9	1	– 10 10	20	26 7 2	2	1 9 4	29	34 5 5	2	1 8 6	58
Total	5	6 3 9	6	5 14 7	231	476 7 2	17	16 1 8	501	1,036 17 1	19	17 15 6	779

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

F HULL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

PORT OF HULL.—(2.) OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.		Vessels Laden.		Vessels in Ballast.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Roads, or Grimsby Roads, to at Sea where the Northness of bears west-south-west to the of Kilnsea North Cliff - -	-	- - -	1	1 12 -	8	9 18 8	1	1 2 -	6	7 3 6	-	- - -	16	19 16 2
of Kingston-upon-Hull to the Sea where Kilnsea North Cliff north-west to the northward Sand Buoy, or the Floating at the entrance of the River - - - - - - - -	107	127 8 10	91	110 12 -	309	723 14 10	135	179 8 6	986	2,187 18 8	352	430 15 1	1,980	3,759 17 11
of Kingston-upon-Hull to the Lighthouse bearing north-east	1	2 - -	10	9 7 -	-	- - -	15	14 8 4	1	3 4 -	80	74 10 4	107	103 9 8
of Kingston-upon-Hull to the ads, the Buoy of the Burcome, Roads - - - - - -	1	1 12 -	-	- - -	20	26 3 6	2	2 8 4	29	35 17 -	-	- - -	52	66 - 10
Attendances, &c. - - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	150 9 9
TOTAL - - -	109	131 - 10	102	121 11 -	337	759 17 -	153	197 7 2	1,022	2,235 11 2	432	503 17 5	2,155	4,099 14 4

Vessels from Ports and Places above Hull changing at Hull.	Number of Vessels.	Amount of Pilotage below Hull.
		£. s. d.
Amount paid by, and Number of Vessels which have to take or pay for Two or more Pilots -	39	64 5 -

PORT OF GRIMSBY.—(2.) OUTWARDS.

imsby Docks to the distance at Kilnsea North Cliff bears west- to the northward of the New y, or the Floating Light Vessel ance of the River Humber -	6	4 11 3	20	17 10 2	170	328 11 11	59	58 5 10	464	856 19 9	150	149 13 4	869	1,415 12 3
rimsby Docks to the New Sand he Floating Light Vessel at the f the River Humber to the east- he Point where the Spurn High e bears north-east - - -	-	- - -	-	- - -	-	- - -	-	- - -	1	1 3 10	-	- - -	1	1 3 10
TOTAL - - -	6	4 11 3	20	17 10 2	170	328 11 11	59	58 5 10	465	858 3 7	150	149 13 4	870	1,416 16 2

Corporation of Trinity House of Kingston-upon-Hull—*continued.*

Port of Hull—*continued.*

ACCOUNT of the Receipt and Expenditure of all Monies received by and on behalf of the Commissioners acting the Humber Pilot Act.

Dr.	£.	s.	d.	*Cr.*	£.
Balance from last annual account - -	998	16	6	Paid to pilots - - - - - -	10,61
Received for licenses - - - - -	211	1	–	Paid to clerk and commodore - - -	25
Received as contributions to superannuated pilots - - - - - - -	208	19	–	Paid commission to collectors at Grimsby, Goole, and Gainsborough - - - -	19
Received for fines and awards - - -	50	7	6	Paid incidentals, stationery, taxes, solicitors, tradesmen's bills, &c. - - - -	11
Received gross inward pilotage - - -	8,193	3	2	Paid to pilot cutters - - - - -	1,75
Received gross outward pilotage - -	5,516	10	5	Paid to superannuated pilots - - - -	31
				Paid to widows (weekly relief) - - -	15
				Paid, as deducted from outward pilotage, apprentices, victuals, oil, turpentine, fares, boatmen, tugs, hooking vessels, &c. - - -	78
				Balance carried to next account - - -	1,00
£.	15,178	17	7	£.	15,17

11 January 1866. *W. Sharp*, C

PORT OF GAINSBOROUGH.

Bye-Laws.—The Bye-Laws printed at pp. 110–112 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 43 of Parl. Paper, No. 243 of 1865.

Masters *to whom Certificates have been granted under the Act* 17 *&* 18 *Vict. c.* 104.

See p. 51 of Parl. Paper, No. 416 of 1864.

RATES.

See Parl. Paper, No. 287 of 1860, p. 54. The Rates there referred to are still in force.

AMOUNT received for Pilotage of Vessels in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTA	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	A
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
From Hull Roads to Gainsburgh.	4	4 18 –	10	10 18 9	4	9 8 8	5	8 10 8	23	3

(2.)—OUTWARDS.

From Gainsburgh to Hull Roads.	3	4 4 –	4	3 17 4	2	4 7 –	4	5 11 4	13	1
From Places below Keadby to Hull Roads.	–	- -	3	2 9 7	–	- -	–	- - -	3	
Total - - -	3	4 4 –	7	6 6 11	2	4 7 –	4	5 11 4	16	2

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GAINSBOROUGH—*continued.*

RECEIPT and EXPENDITURE of all MONIES received in respect of Pilotage.

	£.	s.	d.	*Cr.*	£.	s.	d.
Inwards	33	16	1	Commission on £. 54. 5. 4. at 7½ per cent.	4	1	5
				Boats	1	3	–
Outwards	20	9	3	Parcels, &c.	–	4	11
				J. Barton, expenses to Goole	–	2	–
				E. Thompson, railway fare	–	1	6
				Telegrams	–	3	–
				Pilotage to Enoch Thompson	24	4	9
				Pilotage to John Barton	24	4	9
£.	54	5	4	£.	54	5	4

Edward Schofield, Headsman.

PORT OF GOOLE.

BYE-LAWS.—The Bye-Laws printed at pp. 112-114 of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

See p. 52 of Parl. Paper, No. 416 of 1864. Omit the name of George Hailstone.

MASTERS and MATES *to whom Certificates have been granted under the Act* 17 & 18 *Vict. c.* 104.

oseph	aged 41	Holdridge, John	aged 51	Tree, William	aged 44
.	50	Jewit, Thomas	33	Thornton, Robert	29
eter	38	King, George J.	26	Wright, Samuel	43
eorge	30	Lamplough, Daniel D.	24	Wright, John	36
n	60	Leggatt, George	29	Woodhead, T., jun.	25
dward	50	Rocket, William	36	Wadsworth, Gregory B.	49
obert	50	Soulsby, George	29		

RATES of PILOTAGE.

See p. 56 of Parl. Paper, No. 287 of 1860. The Rates there referred to are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ANCES which OTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
l Roads to	–	– –	24	18 19 2	9	11 6 6	81	110 10 –	2	2 2 –	43	68 – 6	159	210 18 2

(2.)—OUTWARDS.

le to Hull	2	2 8 6	49	45 12 3	1	1 10 –	24	32 18 –	1	2 – 6	34	41 13 2	111	126 2 5

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—GOOLE—*continued.*

ACCOUNT of MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£. s
To amount of Inward pilotage		210 18 2	By commission paid to pilot master	33 1
Outward pilotage		126 2 5	By amount paid to pilots	292 1
			By boating	4 1
			By telegraph and office rent	4
			By stamps and sundry expenses	1 1
	£.	337 – 7	£.	337

Pilot Office, Goole. *Henry Gal*

SPALDING.

BYE-LAWS.

The Bye-Laws printed at pp. 114–116 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 54 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

The Rates printed at p. 58 of Parl. Paper, No. 174 of 1858, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amou
		£. s. d.		£. s. d.		£. s. d.		£. s
From Welland Setway to Fosdyke Bridge	223	106 3 3	2	2 – –	9	8 14 –	234	116 1

(2.)—OUTWARDS.

From Fosdyke Bridge to Welland Setway	167	46 4 10½	–	– – –	9	6 6 –	176	52 1

ACCOUNT of MONIES received in respect of Pilotage.

Dr.		£. s. d.	*Cr.*	£.
To gross amount received for	Inward pilotage	116 17 3	By amount paid for commission to pilot master	10
	Outward pilotage	52 10 10½	By amount paid for renewal of licenses, beacons, and other expenses	3
			By amount paid to pilots	157
	£.	169 8 1½	£.	169

John Kingston, Receiv

CORPORATION OF TRINITY HOUSE OF KINGSTON-UPON-HULL—*continued.*

PORT OF WISBECH.

BYE-LAWS.

The Bye Laws printed in Parl. Paper, No. 516 of 1855, pp. 116–119, still remain in force.

NAMES of PILOTS.

See p. 55 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

The Rates printed at p. 130 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

TANCES FOR WHICH PILOTED.	BRITISH VESSELS.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.
ower Roads at Sea to the Cross Keys Bridge -	109	76 12 10	37	38 17 5	146	115 10 3
ower Roads at Sea to the Town of Wisbech -	98	162 8 2	57	89 9 –	155	251 17 2
; Ships through the Cross Keys Bridge - -	1	– 5 –	1	– 5 –	2	– 10 –
lotage above the Cross Keys Bridge - -	4	1 14 4	2	1 2 –	6	2 16 4
TOTAL - - -	212	241 – 4	97	129 13 5	309	370 13 9

(2.)—OUTWARDS.

ross Keys Bridge to the Lower Roads at Sea -	103	56 6 2	42	27 – 9	145	83 6 11
own of Wisbech to the Lower Roads at Sea -	39	43 1 1	42	46 16 9	81	89 17 10
ilotage from the Town of Wisbech to the Cross dge - - - - - - - - - -	1	– 9 4	- -	- - -	1	– 9 4
TOTAL - - -	143	99 16 7	84	73 17 6	227	173 14 1

ACCOUNT of the MONIES received in respect of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
amount received for { Inward pilotage / Outward pilotage	367 7 5 / 173 4 9½	By amount paid to the pilots - - -	544 7 10½
nt received for pilotage inwards from Keys Bridge to the town of Wisbech, 5th Bye-law - - - - - -	2 16 4		
nt received for pilotage outwards from wn of Wisbech to the Cross Keys e, under 5th Bye-law - - -	– 9 4		
nt received for assisting vessel through oss Keys Bridge inwards - -	– 10 –		
£.	544 7 10½	£.	544 7 10½

bech, 15 January 1866.

Fra. Jackson,
Secretary to the Sub-Commissioners of Pilotage.

Trinity House, Kingston-upon-Hull, 28 February 1866.

Edw. J. Wilson,
Secretary.

TRINITY HOUSE, NEWCASTLE-UPON-TYNE.

GENERAL REGULATIONS.

The Regulations printed in Parl. Paper, No. 516 of 1855, p. 165, are still in force.

For further Regulations, *see* p. 63 of Parl. Paper, No. 264 of 1863.

NAMES and AGES of PILOTS licensed by the TRINITY HOUSE for the respective Ports under its Jurisdictio
See p. 47 of Parl. Paper, No. 243 of 1865.

N.B.—Separate Jurisdictions for Hartlepool, West Hartlepool, and Sunderland, now exist, which *see*.

RATES of PILOTAGE.—The Rates printed at p. 171 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTAL	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Am
		£. s. d.		£. s. d.		£. s. d.		£.
From Sea to Shields	2,201	1,376 16 5	457	315 3 –	1,351	844 18 7	4,009	2,536
From Shields to Newcastle	379	223 5 9	72	57 1 –	434	276 11 6	885	556
From Sea to Sunderland	172	94 9 3	3	2 6 3	14	9 17 –	189	106
From Sea to Seaham	2,413	1,167 10 –	132	65 3 3	76	48 12 9	2,621	1,281
From Sea to Middlesbro' / From Sea to Stockton	147	120 9 –	60	50 – 5	574	423 3 7	781	593
From Sea to Whitby	395	158 19 3	34	17 4 –	–	– – –	429	176
From Sea to Blyth	562	298 – 3	152	78 15 9	132	70 6 6	846	447
From Sea to Warkworth	115	60 16 –	28	14 2 –	12	4 12 9	155	79
From Sea to North Sunderland	31	16 18 –	–	– – –	5	2 3 6	36	19
From Sea to Alnmouth	–	– – –	–	– – –	–	– – –	16	9
From Sea to Holy Island	74	36 18 6	–	– – –	–	– – –	74	36
TOTAL	6,505	3,563 5 9	938	599 15 8	2,598	1,680 6 2	10,041	5,843

(2.)—OUTWARDS.

From Shields to Sea	2,213	1,972 15 7	1,152	1,148 2 6	1,236	1,037 19 11	4,601	4,158
From Newcastle to Shields	727	543 6 5	184	147 10 10	341	201 18 5	1,252	892
From Sunderland to Sea	546	468 10 –	172	162 6 3	11	11 10 6	729	642
From Seaham to Sea	2,343	1,782 – 3	122	100 17 3	73	47 11 3	2,538	1,930
From Middlesbro' to Sea / From Stockton to Sea	206	200 – 7	131	152 – 6	709	563 15 11	1,046	915
From Whitby to Sea	339	132 2 2	32	16 7 –	–	– – –	371	148
From Blyth to Sea	354	265 1 9	358	296 2 6	145	102 2 9	857	663
From Warkworth to Sea	116	92 4 9	29	22 13 3	12	9 6 3	157	124
From North Sunderland to Sea	31	14 12 6	–	– – –	5	3 6 –	36	17
From Alnmouth to Sea	14	5 12 10	–	– – –	–	– – –	14	5
From North Sea and East Coast to Sea	–	– – –	–	– – –	–	– – –	192	1,276
From Holy Island to Sea	70	33 19 6	–	– – –	–	– – –	70	33
TOTAL	6,959	5,510 6 4	2,320	3,026 15 1	2,584	2,273 1 –	11,863	10,810

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted into the above Ports.

Vessels.	No. of Vessels.	Total Pilotage.
		£. s. d.
English	7,443	4,163 1 5
Foreign	2,598	1,680 6 2
TOTAL	10,041	5,843 7 7

TOTAL NUMBER of BRITISH and FOREIGN VESSELS Piloted out of the above Ports.

Vessels.	No. of Vessels.	Total Pilotage
		£. s. d
English	9,279	8,537 1 5
Foreign	2,584	2,273 1 –
TOTAL	11,863	10,810 2 5

Note.—These returns include only eight months from the pilots of the Tyne since the passing of the new Pilotage Act. The same remark appl
Sunderland. The pilots of Hartlepool are not now under our jurisdiction, but have a Pilotage Board of their own.

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNT of the RECEIPT and EXPENDITURE of MONIES received in respect of Pilots and Pilotage.

NEWCASTLE-ON-TYNE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
nt brought forward - - -	11,392	19	2	By amount paid for salaries of secretary, clerk, and other officers - - -	156	–	–
nt received as contribution to Superannuation or Widows' Fund - - -	106	18	6	By amount paid for rent of offices, &c. -	26	1	8
rest received from Whittle Dene - - - - - - - - -	90	–	–	By amount paid for pensions or superannuations - - - - - - -	168	12	–
est received from River Tyne Commoners - - - - - - -	238	–	–	By balance carried to next account - -	11,624	14	10
est received from Union Bank -	147	10	10				
£.	11,975	8	6	£.	11,975	8	6

SHIELDS.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
unt brought forward - - -	8,239	12	5	By amount paid for salaries of secretary, clerk, and other officers - - -	150	–	–
unt received as contribution to Superannuation or Widows' Fund - - -	173	9	6	By amount paid for rent of offices, &c. -	36	6	–
unt received for fines and forfeitures	–	17	6	By amount paid for pensions or superannuations - - - - - - -	290	1	6
unt received from interest on Consols	148	10	–	By balance carried to next account - -	8,260	8	–
unt received from River Tyne Commoners - - - - - - -	152	1	5				
unt received from Union Bank -	22	4	8				
£.	8,736	15	6	£.	8,736	15	6

SUNDERLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
unt received as contribution to Superannuation or Widows' Fund - - -	24	10	6	By balance brought forward - - -	1,268	4	7
nce carried to next account - -	1,421	16	8	By amount paid for salaries of secretary, clerk, and other officers - - - -	130	–	–
				By amount paid for rent of offices, &c. -	24	18	6
				By amount paid for pensions or superannuations - - - - - - -	23	4	1
£.	1,446	7	2	£.	1,446	7	2

NORTH SUNDERLAND.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
nce carried to next account - -	175	4	7	By balance brought forward - - -	165	4	7
				By amount paid for salaries of secretary, clerk, and other officers - - - -	10	–	–
£.	175	4	7	£.	175	4	7

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

ACCOUNTS—*continued.*

SEAHAM.

Dr.	£.	*s.*	*d.*	*Cr.*	£.
To amount brought forward - - -	197	18	5	By amount paid for salaries of secretary, clerk, and other officers - - - -	20
To amount received as contribution to Superannuation or Widows' Fund - - -	24	10	–	By amount paid for pensions or superannuations - - - - - - - -	6
To amount received from River Tyne Commissioners - - - - - - -	6	3	3		
To amount received from Union Bank -	2	2	7	By balance carried to next account - -	204 1
£.	230	14	3	£.	230 1

STOCKTON-ON-TEES.

Dr.	£.	*s.*	*d.*	*Cr.*	£.
To amount brought forward - - -	518	19	7	By amount paid for salaries of secretary, clerk, and other officers - - - -	30
To amount received as contribution to Superannuation or Widows' Fund - - -	12	–	–	By amount paid for rent of offices, &c. - -	8 1
To amount received from River Tyne Commissioners - - - - - - -	26	2	11	By amount paid for pensions or superannuations - - - - - - - -	24 1
				By balance carried to next account - -	493 1
£.	557	2	6	£.	557

WHITBY.

Dr.	£.	*s.*	*d.*	*Cr.*	£.
To amount received as contribution to Superannuation or Widows' Fund - - -	10	11	–	By balance brought forward - - -	145 1
To interest from the Union Bank - -	1	19	7	By amount paid for salaries of secretary, clerk, and other officers - - - -	13 1
To balance carried to next account - -	165	19	7	By amount paid for pensions or superannuations - - - - - - - -	18 1
£.	178	10	2	£.	178 1

BLYTH.

Dr.	£.	*s.*	*d.*	*Cr.*	£.
To amount received as contribution to Superannuation or Widows' Fund - - -	32	17	6	By balance brought forward - - -	156
To amount received from Union Bank -	–	3	–	By amount paid for salaries of secretary, clerk, and other officers - - - -	90
To balance carried to next account - -	219	16	7	By amount paid for rent of offices, &c. - -	6 1
£.	252	17	1	£.	252 1

WARKWORTH.

Dr.	£.	*s.*	*d.*	*Cr.*	£.
To amount received as contribution to Superannuation or Widows' Fund - - -	1	10	–	By balance brought forward - - -	130 1
To balance carried to next account - -	149	6	1	By amount paid for salaries of secretary, clerk, and other officers - - - -	20
£.	150	16	1	£.	150 1

TRINITY HOUSE, NEWCASTLE-UPON-TYNE—*continued.*

TS—*continued.*

HOLY ISLAND.

Dr.	£. s. d.	*Cr.*	£. s. d.
nce carried to next account - -	93 13 4	By balance brought forward - - -	73 13 4
		By amount paid for salaries of secretary, clerk, and other officers - - - -	20 - -
£.	93 13 4	£.	93 13 4

ity House, Newcastle-upon-Tyne, 31 January 1866.

James Gordon, Under Secretary.

PORT OF ARUNDEL.

REGULATIONS issued by the COMMISSIONERS of the Port.

The Regulations printed at p. 63 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

The persons mentioned at p. 71 of Parl. Paper, No. 264 of 1863, are still acting.

RATES.

The Rates of Pilotage are the same as printed at p. 70 of Parl. Paper, No. 174 of 1855.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which ILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£. s. d.
a to Harbour (Littlehampton).	126	106 9 9	10	11 14 9	- nil -		22	22 9 4	4	5 3 4	162	145 17 2
a to Ford and beyond	18	12 15 8	1	- 17 4	- - -		2	2 14 3	-	- -	21	16 7 3
TOTAL - - -	144	119 5 5	11	12 12 1	- - -		24	25 3 7	4	5 3 4	183	162 4 5

(2.)—OUTWARDS.

Harbour (Littlehampton Sea.	119	98 11 10	8	10 13 3	- nil -		21	21 3 6	4	5 3 4	152	135 11 11
ord and beyond Ford	18	12 15 8	1	- 17 4	- - -		2	2 14 3	-	- -	21	16 7 3
TOTAL - - -	137	111 7 6	9	11 10 7	- - -		23	23 17 9	4	5 3 4	173	151 19 2

Note.—The Pilots receive their own fees, keep their own boats, &c., &c.

9 January 1866.

Richard Holmes, Clerk.

PORT OF BERWICK.

BYE-LAWS.

The Bye-Laws printed at p. 86 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 65 of Parl. Paper, No. 416 of 1864. John Wood has ceased to act.

RATES.

The Rates of Pilotage are the same as printed at p. 72 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

As Pilotage is not compulsory in this Port, no account is or can be kept, and no return can be sent.

ACCOUNT of MONIES Received and Expended.

Dr.	£. s. d.	*Cr.*	£. s
To amount of fees received from applicants for licenses and certificates - - -	- 17 6	By amount paid for salaries of secretary, clerk, and other officers - - - -	- 17

8 February 1866. *R. Home*, Cle

PORT OF BOSTON.

BYE-LAWS, REGULATIONS, ORDERS, or ORDINANCES relating to PILOTS or PILOTAGE.

See p. 52 of Parl. Paper, No. 243 of 1865.

RATES of PILOTAGE.

The Rates printed at pp. 88 and 89, of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

Robert Mountain, Headsman,	aged 65	William Reed - - -	aged 46
Solomon Hackford - - -	54	William Nundy - - -	46
Francis Thomas Munkman -	49	Robert Snowden - - -	44
Henry Dobson - - - -	35	Thomas Gray - - - -	43
John Thomas Marver - -	32	Edward Dixon - - -	35
William George Parker - -	30		

Limits of License:—To pilot ships in of the port of Boston, to light the river lay down buoys and beacons within the harbour of Boston, and for affixing a down bridges over the creeks upon Marshes, and for affixing and setti mooring posts for the same.

Note.—The pilots William Reed and William Nundy do not act as such at the present time, but they are allowed to retain their licenses. They are masters of vessels.

PORT OF BOSTON—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
	About	£. s. d.	About	£. s. d.	About	£. s. d.	About	£. s. d.
h Horn to Boston (11 miles) -	268	161 6 6	7	5 12 9	24	18 11 8	299	185 10 11

(2.)—OUTWARDS.

ton to High Horn (11 miles) -	About 212	122 1 6	About 7	5 12 9	About 24	9 19 1	About 243	137 13 4

-No account can be given as regards the vessels towed by steam, as the Steam Towing Company render no account to the Pilot Commissioners.

ACCOUNT of the RECEIPT and EXPENDITURE of all MONIES received by or on behalf of PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
ce brought from last account -	143	1	3	By amount paid for salaries of clerk and other officers - - - - - - - - -	63	1	–
nt of fees received from applicants enses and certificates - - -	1	5	–	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - - -	10	15	6
amount received - - - Inward pilotage	185	10	11	By amount paid for licenses and certificates -	1	5	–
amount received - - - Outward pilotage	137	13	4	By amount paid to pilots for piloting ships trading to this port, for the year 1865 -	323	4	3
nt received from other sources: on nny per ton on coal and merchandize	186	1	10	By sundry other expenses - - - -	17	7	–
				By balance carried to next account - -	237	19	7
£.	653	12	4	£.	653	12	4

June 1866.

George York, Clerk.

PORT OF BRISTOL.

BYE-LAWS and RATES of PILOTAGE.

Bye-Laws printed at pp. 90–94, and the Rates at pp. 91 and 92, of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

See p. 53 of Parl. Paper, No. 243 of 1865. Omit the names of W. Ray, sen., and Edward J. Callaway.

NAMES of APPRENTICES.

Alfred Lee, aged 19; John Stenner, aged 14.

PORT OF BRISTOL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS.*	BRITISH VESSELS. OVERSEA. No.	BRITISH VESSELS. OVERSEA. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
			£. s. d.		£. s. d.		£.
From Lundy to Swansea District	nil	32	148 5 6	38	165 - -	70	313
From Lundy to Cardiff District	-	27	158 - 6	50	218 4 6	77	376
From Lundy to Newport District	-	6	44 3 -	17	122 11 -	23	166 1
From Lundy to Kingroad	-	46	316 - -	86	506 10 6	132	822 1
From Lundy to Cumberland Basin	-	316	2,456 19 7	241	1,930 3 3	557	4,387
From Coombe to Cardiff District	-	1	3 6 -	-	- - -	1	3
From Coombe to Kingroad	-	1	3 13 -	3	10 3 -	4	13 1
From Coombe to Cumberland Basin	-	15	72 1 9	18	92 9 3	33	164 1
From Minehead to Kingroad	-	1	1 10 -	3	6 11 -	4	8
From Minehead to Cumberland Basin	-	26	90 9 3	18	56 8 -	44	146 1
From Holmes to Cumberland Basin	-	31	76 12 9	13	28 12 6	44	105
From Kingroad to Cumberland Basin	-	74	116 8 3	73	100 3 3	147	216 1
TOTAL	-	576	3,487 9 7	560	3,236 16 3	1,136	6.724

(2.)—OUTWARDS.

From Cumberland Basin to Kingroad	nil	59	87 9 -	40	66 18 3	99	154
From Cumberland Basin to Newport District	-	27	99 2 2	10	33 10 9	37	132 1
From Cumberland Basin to Cardiff District	-	173	576 18 3	158	536 3 -	331	1,113
From Cumberland Basin to Swansea District	-	17	104 2 3	2	9 14 6	19	113 1
From Cumberland Basin to Lundy	-	120	881 1 9	65	530 - 7	185	1,411
From Kingroad to Lundy	-	1	6 10 -	3	18 7 -	4	24 1
From Cardiff District to Lundy	-	5	39 10 -	2	9 - -	7	48 1
From Cumberland Basin to Bideford	-	3	25 8 -	-	- - -	3	25
TOTAL	-	405	1,820 1 5	280	1,203 14 1	685	3,023 1

* The Coasting and Irish Trade free of Pilotage; and vessels under 80 tons optional.

Note.—All vessels towed by steam from Kingroad to Cumberland Basin; no deduction of Pilotage in consequence.

	£. s. d.	£. s. d.
Gross Amount of Pilotage for the year 1865 - - - - - { Inwards - -	6,724 5 10	
{ Outwards - -	3,023 15 6	
Gross Receipts - - - £.		9,748 1 4
Deduct,—Expenses paid by Pilots in Wages and Assistants - { Inwards - -	2,711 15 -	
{ Outwards - -	1,455 15 10	
		4,167 10 10
Net Receipts - - - £.		5,580 10 6

Shirehampton, Port of Bristol, 27 January 1866.

John Drew, Haven Master

PORT OF CARDIFF.

The limit of this Pilotage District is the Port of Cardiff, and that portion of the Bristol Channel which lies eastward of Lundy Island, up including Kingroad and the River Rhymney to Rhymney Bridge.

This pilotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of the masters of vessels.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 68 of Parl. Paper, No. 416 of 1864.

NAMES and AGES of PILOTS.—*See* p. 55 of Parl. Paper, No. 243 of 1865.

PORT OF CARDIFF—*continued.*

AMOUNT received for PILOTAGE of VESSELS (INWARDS and OUTWARDS) in 1865.

DISTANCES for which PILOTED.	No.	Amount.
		£. s. d.
ENGLISH VESSELS:		
From the Bute Docks to the Cardiff Roads	1,662	3,335 1 11
From the Bute Docks to Nash	214	311 12 –
From the Bute Docks to Coomb	77	224 1 8
From the Bute Docks to Lundy	374	1,751 4 –
Sundries	148	168 16 8
FOREIGN VESSELS:		
From the Bute Docks to the Cardiff Roads	1,695	2,872 1 1
From the Bute Docks to Nash	201	235 13 9
From the Bute Docks to Coomb	125	267 14 –
From the Bute Docks to Lundy	443	1,565 2 10
Sundries	140	139 4 8
TOTAL	5,079	10,870 12 7

The charges of In and Out of Dock are always made in one amount, and not separate. Foreign vessels same charge as English.

ACCOUNT of the Receipt and Expenditure of all Monies received by or on behalf of Pilotage.

Dr.	£. s. d.	*Cr.*	£. s. d.
ıce brought from last account	762 11 –	By amount paid for salaries of secretary, clerk, and other officers	200 – –
unt of fees received from applicants			
enses and certificates	37 15 6	By amount paid for rent of offices, &c.	190 10 5
ınt received for fines and forfeitures	3 – –	By granting to Pilot White, No. 20, having lost his boat	20 – –
s amount received { Inward pilotage / Outward pilotage	10,562 11 3	By amount paid pilots	10,327 2 –
ınt received from extra days and tides	308 1 4	By balance carried to next account	936 6 8
£.	10,652 14 3	£.	11,673 19 1

t January 1866. *Jenkin Jones*, Clerk.

PORT OF CHESTER.

BYE-LAWS.—Nil.

NAMES of PILOTS.—No information received.

RATES of PILOTAGE.—No information received.

AMOUNT received for PILOTAGE of VESSELS in 1865.

No Return received.

ACCOUNT of the Receipt and Expenditure of Monies received on behalf of PILOTAGE.

No Return received.

PORT OF CLAY.

Bye-Laws.—Nil.

Names of Pilots.—*See* p. 71 of Parl. Paper, No. 416 of 1864.—Omit Edward Holliday; and add Francis Cushing, age

Rates of Pilotage.—The Rates printed at p. 104 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for Pilotage of Vessels in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.					FOREIGN VESSELS.		TOTA	
	COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.						
	No.	Amount.	No.	Amount.				No.	Am
		£. s. d.		£. s. d.					£.
From Sea to Harbour - -	52	24 - 6	92	53 3 3	- nil -	- - nil - - -		144	77
(2.)—OUTWARDS.									
From Harbour to Sea - -	81	35 4 9	65	33 8 -	- nil -	- - nil - -		146	68

9 January 1866.

R. C. Wells, Cle

PORT OF DOUGLAS, ISLE OF MAN.

Bye-Laws.—Nil.

Names of Pilots.—*See* p. 57 of Parl. Paper, No. 243 of 1865.—Add the names of Richard Clayne, aged 34, and Owen Carrol, aged 32.

Rates of Pilotage.—The Rates are the same as printed at p. 105 of Parl. Paper, No. 516 of 1855.

AMOUNT received for Pilotage of Vessels in 1865.

(1.)—INWARDS.

BRITISH VESSELS. COASTERS.		FOREIGN VESSELS.		TOTALS.		BRITISH VESSELS. COASTERS.		FOREIGN VESSELS.		TOTAL	
No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amo
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s
9	9 - -	11	11 - -	20	20 - -	9	8 3 -	7	4 19 6	16	13

10 January 1866.

John Clague, Harbour Maste

PORT OF GLOUCESTER.

sit of this Pilotage District is that portion of the Bristol Channel which lies eastward of Lundy Island, including the river Severn, to the City of r, and the river Wye to Chepstow Bridge.
lotage is not compulsory, but may be obtained over all or any portion of this district, at the discretion of masters of vessels.

BYE-LAWS and REGULATIONS, and RATES of PILOTAGE.

See p. 79 of Parl. Paper, No. 264 of 1863.

NAMES of PILOTS.

See p. 72 of Parl. Paper, No. 416 of 1864.—Add the names of William Price, aged 33 ; Thomas Price, 31 ; Albert J. Everett, 29 ; and Charles Smith, 30.

NAMES of APPRENTICES.

William Everett - - - -	aged 19	James Pick, jun. - - - -	aged 18
Thomas James Williams - - -	16	Henry Mills - - - - - -	17
Henry Price - - - - - -	20		

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

TANCES or which LOTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
ndy Island to ess.	–	– –	–	– –	–	– –	–	60 16 3	–	– –	–	– –	–	7 11 6	–	48 1 10½	19	116 9 7½
sh to Sharpness	–	6 3 –	–	– –	–	31 12 4½	–	42 1 6	–	4 5 –	–	– –	–	88 8 –	–	103 6 3	68	275 16 1½
olmes to Sharp-	–	52 18 6	–	2 10 –	–	32 15 –	–	97 – 7½	–	– –	–	– –	–	140 4 6	–	75 5 7½	148	400 14 3
ing Road to ess.	–	497 16 11	–	9 1 10	–	93 10 4	–	323 18 6	–	– –	–	1 17 6	–	241 11 –	–	385 5 6	851	1,553 1 7
TOTAL - - -	–	556 18 5	–	11 11 10	–	157 17 8½	–	523 16 10½	–	4 5 –	–	1 17 6	–	477 15 –	–	611 19 3	1,086	2,346 1 7

(2.)—OUTWARDS.

arpness to King	–	370 15 8½	–	244 19 4½	–	16 8 –	–	10 7 3	–	23 3 5½	–	185 8 –½	–	10 14 6	–	18 18 7½	–	880 14 11½
Sharpness to es.	–	7 14 –	–	347 10 1½	–	– –	–	29 9 3	–	11 11 2½	–	391 3 8	–	3 2 6	–	88 10 3	–	879 1 –
arpness to Nash	–	– –	–	– –	–	– –	–	15 15 –	–	– –	–	– –	–	12 10 –	–	60 – 3	–	88 5 3
arpness to Lundy l.	–	– –	–	19 3 9	–	– –	–	18 14 9	–	– –	–	– –	–	– –	–	56 12 10½	–	94 11 4½
TOTAL - - -	–	378 9 8½	–	611 13 3	–	16 8 –	–	74 6 3	–	34 14 8	–	576 11 8½	–	26 7 –	–	224 2 –	1,076	1,942 12 7

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
alance brought from last account - -	110	13	1	By amount paid for salaries of secretary, clerk, and other officers - - -	81	17	–
mount of fees received from applicants for enses and certificates - - - -	24	18	–	By amount paid for pensions or superannuations	110	10	–
ross amount received for { Inward pilotage / Outward pilotage }	214	9	–½	By amount paid for purchase of 124 *l.* 6 *s.* 7 *d.*, Three per Cent. Consols - - -	110	16	3
mount received from other sources - -	42	19	6	By amount paid for stationery, &c. - -	8	1	3
mount allowed by bank on balance in hand	4	13	5	By balance carried to next account - -	86	8	6½
£.	397	13	–½	£.	397	13	–½

20 August 1866.

Philip Cooke, Clerk.

PORT OF HARTLEPOOL.

Bye-Laws.—The Pilotage Commission has not issued, and there are no Bye-Laws in existence, other than those imp
by "The Merchant Shipping Act, 1854."

NAMES and AGES of PILOTS.

Thomas Watt (1)	aged 70	Richard Robinson	aged 35
Robert Hodgson (1)	69	Robert Boagey	37
James Lithgo	62	John S. Robson	36
Richard Hodgson	67	Matthew Hunter	45
Thomas Pounder (1)	65	Matthew Pounder	35
Richard Pounder (1)	60	Robert Hodgson (3)	36
Thomas Pounder (2)	59	John Marshall	39
Robert Pounder (1)	57	Bartholomew Huntridge	37
Joseph Snowdon	62	Selby Boagey	34
William Spence	59	Thomas Watt (3)	39
John Horsley (1)	67	John Horsley (2)	33
Nicholas Denton	55	George Horsley (2)	34
George Horsley (1)	59	Thomas Horsley (2)	37
Thomas Watt (2)	50	Cuthbert Hodgson	35
Maddison Horsley	56	John Horsley (3)	34
Robert Bulmer	48	George Horsley (3)	35
John D. Watt	47	Jonathan Pounder	36
Thomas Cooper	46	Robert Booth	37
Robert Spence (1)	55	William Hood (2)	36
Johnson Boagey	56	John Wood (1)	51
Michael Snowdon	44	John Pounder (2)	34
James Pounder (1)	46	John Wilson	65
Robert Hodgson (2)	44	Coulson Hood	33
Francis Boagey	47	Shepherd Hastings	32
William Hodgson (1)	44	Joseph Robinson (2)	32
William Watt	44	Jonathan Moore	31
Richard Hunter	43	Charles Hood	29
James Pounder (2)	43	Edward Pounder	28
William Hodgson (2)	41	Michael Coulson (2)	28
Francis Watt	42	Henry Hood	31
John Pounder (1)	41	Robert Hood	42
John Appleby	43	Robert Pounder (2)	30
William Hood (1)	39	Eden H. Pounder	29
Henry Rowntree	53	Robinson Carter	28
Cuthbert Coulson	43	John Boagey	31
Thomas Hood	65	William Horsley	32
John Rowntree	60	Samuel Hodgson	28
Michael Coulson (1)	70	Andrew Robson	49
Jacob Hood	53	William D. Spence	28
Richard Coulson	65	Richard Pounder (2)	33
Robert Burns	44	William Hastings (2)	26
William Hastings (1)	50	George Robinson	27
Robert Horsley (1)	45	Robert Corner	28
David Moore	57	Thomas Watts (4)	27
Robert Dawson	46	Robert Spence (2)	27
Joseph Robinson (1)	58	Matthew Horsley	32
Thomas Horsley	64	Henry Revely	29
Cuthbert Snowden	51	Robert Storrow (2)	26
Peter Watt	40	James Pounder (3)	27
John Hodgson	41	John Wood (2)	25
Thomas Pounder (3)	38	Luke Denton	26
John Chilton Hood	53	George Watt	23
Henry Chilton Hood	47	Robert Horsley (2)	24
Robert Storrow (1)	58	Thomas Chambers	28
Thomas Hodgson (1)	39	George Horsley (4)	29
Matthew Lamb	46		
Thomas Hodgson (2)	38	Robert College	53
James Harrison	41		
Thomas Pounder (4)	32	Pattison Frank	49
William Coulson	36		

Limits of License:—Into and out Harbours within the Port of Hartlep

Limits of License:—The above dis on board steam-tug "Hilda," of Whi

The same on board steam-tug "Esl Whitby.

Rates of Pilotage.—*See* p. 59 of Parl. Paper, No. 243 of 1865.

NAMES of APPRENTICES.

There are no Apprentices under the jurisdiction of the Commissioners.

PORT OF HARTLEPOOL—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. Towed by Steam. No.	BRITISH VESSELS. COASTERS. Towed by Steam. Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	BRITISH VESSELS. OVERSEA. Towed by Steam. Amount.	FOREIGN VESSELS. Towed by Steam. No.	FOREIGN VESSELS. Towed by Steam. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
to the Harbours within t of Hartlepool.	3,024	1,709 3 9	629	432 16 4½	794	495 18 5	4,447	2,637 18 6½

(2.)—OUTWARDS.

Harbours within the Port lepool to Sea.	2,428	2,062 3 -½	593	524 8 1	543	395 9 1½	3,574	2,982 - 3

—The distinction between Hartlepool Harbour and Hartlepool West Harbour pilots and pilotage was (with the consent of the Board of Trade) n the 1st day of January 1865. All vessels using either Harbour pay tonnage dues.

ACCOUNT of RECEIPT and EXPENDITURE of all MONIES received on behalf of PILOTAGE.

Dr.	£.	s.	d.
- To Cash received from Mr. Mackenzie (Compensation Monies) - - - - -	235	17	9
- „ Cheque - - - - -	35	-	-
- „ Cash received from Mr. Mackenzie - - -	321	5	6
- „ Cash received from Trinity House - - - - -	28	5	8
- „ Cash received from Trinity House - - - - -	509	6	4
il - „ Cash received from Mr. Mackenzie - - -	321	5	6
- „ Cash received from Supp. Licenses - - - -	26	15	5
- „ Cash received from Renewal Licenses - - - -	122	2	6
£.	1,599	18	8

1864: *Cr.*	£.	s.	d.
21 Nov. - By Cheque Book - - - -	-	2	-
25 Nov. - „ Michie - - - -	5	5	-
„ - „ John Dixon - - - -	11	5	5
„ - „ Pilot Master, Watch House -	-	10	2
26 Nov. - „ Mr. Mackenzie - - -	228	-	7
1865:			
5 Jan. - „ Stamped Cheques - -	-	2	-
„ - „ Mr. Mackenzie - - -	335	9	7
11 Feb. - „ Leeming - - - -	-	10	-
18 April - „ Mr. Mackenzie - - -	309	4	6
10 May - „ Pensions - - - -	3	-	-
30 May - „ R. Turnbull & Sons - -	-	17	10
„ - „ B. Murray - - - -	-	15	-
„ - „ Shipping Gazette - - -	1	6	-
„ - „ W. Kitching - - -	1	15	-
„ - „ Fisher & Steel - - -	1	1	-
„ - „ Jno. Procter - - -	5	19	10
„ - „ Waddie & Co. - - -	7	12	3
„ - „ Stockton and Hartlepool Mercury, for Printing, &c. -	30	17	1
2 Aug. - „ Robert Hunter, Pension -	8	6	8
„ - „ J. N. Pigg, Pension - -	5	13	4
„ - „ B. Murray - - - -	-	5	-
„ - „ Leeming - - - -	-	4	6
23 Aug. - „ Pensions - - - -	3	-	-
31 Aug. - „ Leeming - - - -	-	5	-
„ - „ Murray - - - -	-	15	-
„ - „ Athenæum - - - -	-	12	6
„ - „ Bill Poster - - - -	-	6	-
„ - „ Balance - - - -	636	17	5
£.	1,599	18	8

	£.	s.	d.
To Balance brought down -	636	17	5
„ Amount owing to Clerk -	2	11	6
£.	639	8	11

	£.	s.	d.
24 Aug. - By amount in Bank -	639	8	11

3 August 1866.

Edward Turnbull, Clerk.

PORT OF KING'S LYNN.

BYE-LAWS for regulations of PILOTS and PILOTAGE, 1865.—*See* pp. 60, 61 and 62 of Parl. Paper, No. 243 of 186

NAMES of PILOTS.—*See* p. 62 of Parl. Paper, No. 243 of 1865. Omit the names of M. R. Garland and Samuel W
Add R. J. Brooke and Edward Greenacre; the ages of these men are not stated in the Return.

RATES of PILOTAGE.—*See* p. 62 of Parl. Paper, No. 243 of 1865.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTAL	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£.
From Lynn Roads to Lynn Harbour	1,142	840 1 5	19	19 3 10	119	89 7 3	1,280	948
(2.)—OUTWARDS.								
From Lynn Harbour to Lynn Roads	1,168	645 – 6	16	11 – 6	119	63 6 9	1,303	719

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£. s. d.	*Cr.*	£.
To balance from last account - - -	– – 2	By amount paid for hire of pilot boats -	200
Ditto - ditto - (Superannuation Fund) - - - - - - - -	7 10 –	By amount paid for pensions or superannuations - - - - - - -	141
To gross amount received for { Inward pilotage	948 12 6	By amount divided among the working pilots and masters of sloops (full share 70 *l.* 12 *s.* 4 *d.*) - - - - - -	1,469
To gross amount received for { Outward pilotage	719 7 9	Wages - - - - - - - -	84
To amount received for foreign claims - -	102 14 –	Coals, candles, and cleaning office - -	5
To amount received from harbour moorings' dues, for salaries of masters of two pilot sloops - - - - - - - - -	160 – –	Stationery and stamps - - - - -	6
		Hire of extra boats - - - - - -	2
		Extra labour - - - - - - -	8
		Law charges - - - - - - -	5
		Flags - - - - - - - -	–
		Sundry payments - - - - - -	4
		By balance carried to next account - -	1
		Ditto - Superannuation Fund -	6
£.	1,938 4 5	£.	1,938

16 January 1866. *J. O. Smeetham*, Cl

PORT OF LANCASTER.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws printed at pp. 142, 143, and the Rates at pp. 143, 144 of Parl. Paper, No. 516 of 1855, still remain i

NAMES of PILOTS.

See p. 63 of Parl. Paper, No. 243 of 1865.

PORT OF LANCASTER—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTALS.	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
sea to Glasson Dock -	10	8 11 –	6	13 12 –	9	18 16 –	9	32 4 –	2	4 – –	7	23 13 –	43	101 6 –
(2.)—OUTWARDS.														
Glasson Dock to Sea -	2	2 10 –	1	2 4 –	–	- -	11	24 12 –	1	2 4 –	4	8 – –	20	39 10 –

t January 1866. *John Walker.*

PORT OF LIVERPOOL.

BYE-LAWS.—The Bye-Laws printed at pp. 68–73 of Parl. Paper, No. 270 of 1862, are still in force.

TES of PILOTS.—*See* p. 64 of Parl. Paper, No. 243 of 1865. Omit the names of James Foster, M. N. Bridge, rsbrick, J. Bark, R. M'Laclan, J. J. Ellison, T. J. Shepherd, A. Little, E. Roberts, and William Parry. Add the of B. E. Evans, aged 33.

NAMES of APPRENTICES.—*See* p. 64 of Parl. Paper, No. 243 of 1865.

RATES of PILOTAGE.—*See* p. 86 of Parl. Paper, No. 264 of 1863.

AMOUNT received for INWARD and OUTWARD PILOTAGE in 1865.

BRITISH VESSELS.

OVERSEA.						COASTERS.						AMOUNT.	
INWARD.				OUTWARD.		INWARD.				OUTWARD.		INWARD & OUTWARD.	
Western.	No.	Hoylake.		No.	Amount.	No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.
£. s. d.		£. s. d.			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
22,265 12 3	894	4,123 10 6		3,863	13,255 2 6	178	432 13 –	3,609	2,993 6 6	331	408 15 –	12,232	43,498 19 9

FOREIGN VESSELS.						AMOUNT.		TOTAL AMOUNT.	
INWARD.				OUTWARD.		INWARD and OUTWARD.		BRITISH and FOREIGN.	
								INWARDS and OUTWARDS.	
No.	Western.	No.	Hoylake.	No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
1028	6,238 15 9	272	1,205 6 6	1,113	3,031 15 6	2,413	10,475 17 9	14,645	53,974 17 6
							Compensation Money from September 1864 to September 1865 - - -		9,438 6 –
								£.	63,413 3 6

Errors and omissions excepted.

Liverpool, 22 February 1866.

John Leece, Collector of Pilotage.

PORT OF LIVERPOOL—*continued.*

CASH STATEMENT of the PILOTAGE ANNUITY FUND for 1865.

Dr.	£.	s.	d.	*Cr.*	£.
To balance brought from last account -	8,367	–	11	By cash paid for pensions and superannuations	1,872
To cash received for renewal of pilots' licenses - - - - - - -	1,029	–	–	By cash paid for salaries of superintendent, clerk, and office boy - - - -	441
To cash received for pilotage certificates, masters' and mates' - - - - -	34	13	–	By cash paid for rent of office at Princes' Dock - - - - - - - - -	78
To cash received for renewed boat licenses	50	8	–	By cash paid for rates and taxes on office -	20
To cash received for per centage on pilot boats' earnings - - - - - -	1,220	17	4	By cash paid for expenses of annual survey -	75
To cash received for fines and forfeitures -	71	12	–	By cash paid for examination expenses -	105
To cash received for interest on dock bonds and in bank account - - - - -	350	15	2	By cash paid for stationery and printing -	55
To cash received for return of income tax deducted from interest on dock bonds -	12	19	3	By cash paid for ironmongery, office furniture, repairs, &c. - - - - - - -	3
To cash received from Mersey Docks and Harbour Board for portion of miscellaneous disbursements charged to the committee, from 1st January 1859 to 31st December 1864 - - - - -	277	14	3	By cash paid for gas, coal, and water - -	10
				By cash paid for cleaning office - - -	31
				By cash paid for miscellaneous disbursements	61
				By balance carried down - - - -	8,658
£.	11,414	19	11	£.	11,414
To balance brought down - - - £.	8,658	1	5		

Amount invested in two bonds of the Mersey Docks and Harbour Board, £. 8,000; viz.—

No. 4,614, for £. 7,500 at 4¼ per cent. interest, redeemable 1 January 1868.
No. 17,033, for - 500 at 5 - ditto - ditto - - ditto.

£. 8,000

Dock Office, Liverpool,
12 January 1866.

Geo. J. Jefferson,
Treasurer.

PORT OF LLANELLY.

BYE-LAWS and RATES of PILOTAGE issued by the LLANELLY HARBOUR COMMISSIONERS.

The Bye-Laws and Rates printed at pp. 76–78 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

See p. 65, of Parl. Paper, No. 243 of 1865. Omit the names of William Lewis (1), William Lewis (3), W Roberts, jun. Add the names of D. Donnell, aged 37; W. Lewis, aged 38; Hy. Morgan, 39; W. Williams, age W. Richards, aged 42; R. Arnold, aged 41; Jno. Evans, aged 43.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTAL	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amo
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Sea to Llanelly - -	1,829	1,576 10 2	287	314 17 3	72	43 19 6	292	206 14 4	2,480	2,142

(2.)—OUTWARDS.

From Llanelly to Sea - -	1,907	1,239 17 –	301	402 14 7	–	- -	396	213 14 9	2,604	1,856

Note.—Rates the same, whether towed by steam or not.

PORT OF LLANELLY—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

	£.	s.	d.	*Cr.*	£.	s.	d.
ce brought from last account -	1,216	16	6	By amount paid for pilotage - - -	3,990	2	–
nt for pilots' doctor - - -	16	17	–	By amount paid for cutters and boats - -	710	1	3
nt received as contribution to Superion or Widows' Fund - - -	244	13	10	By amount paid for pilots' doctor - - -	17	9	–
nt received for cutter and boats -	704	11	11	By amount paid for pensions or superannuations - - - - - - - -	312	4	6
amount received - - - Inward pilotage -	2,142	1	3	By balance carried to next account - -	1,150	10	1
amount received - - - Outward pilotage	1,856	6	4				
£.	6,180	6	10	£.	6,180	6	10

0 January 1866. *B. Jones.*

PORT OF NEWPORT (MONMOUTH).

it of this Pilotage District is that portion of the Bristol Channel which lies eastward of Lundy Island, up to and including King Road and the as far as the Caerleon Bridge.
is not compulsory, but may be obtained over all or any portion of this district, at the discretion of the masters of vessels.

BYE-LAWS, REGULATIONS, and RATES of PILOTAGE.

See p. 66, of Parl. Paper, No. 243 of 1865.

NAMES of PILOTS.

. 67, of Parl. Paper, No. 243 of 1865. Omit the names of James Stone and James Lewes; and add those of ntlebury, aged 28; Thomas Taylor, aged 45; J. G. Ray, aged 25; G. W. Cox, aged 28; and John Nash, aged 29.

NAMES of APPRENTICES.

Richard Ireland - - - -	aged 17	Henry Edmunds - - -	aged 16
Robert Carey - - - - -	17	John Davis - - - - -	18
Isaac Gilmore - - - - -	19	W. H. Watkins - - - - -	18
John Gilmore - - - - -	15	John Carey - - - - -	16
W. H. Richardson - - - -	18	Thomas Williams - - - -	20
Zachariah Williams - - - -	16	William Close - - - - -	18
Samuel J. Small - - - -	19	Charles Thomas - - - - -	17
William Strong - - - - -	18	Tom Tasker - - - - -	15
Charles Dallimore - - - -	17		

PORT OF NEWPORT (MONMOUTH)—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TO
	COASTERS.				OVERSEA.								
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
From River's Mouth to Newport.	9	6 17 6	14	12 10 –	3	2 5 –	11	11 12 10	2	1 5 –	9	8 5 –	48
From Holmes to Newport.	12	10 11 –	124	225 1 –	1	1 – –	144	234 3 –	17	12 17 –	203	347 18 8	501
From Nash Point to Newport.	3	4 – 6	14	30 4 6	–	– –	47	126 8 6	3	2 11 –	36	89 7 –	103
From Coombe to Newport.	–	– –	1	2 5 –	–	– –	15	68 13 6	–	– –	28	101 8 6	44
From Lundy Island to Newport.	–	– –	1	2 12 6	–	– –	36	191 13 6	1	1 18 –	64	277 2 6	102
TOTAL - - -	24	21 9 –	154	272 13 –	4	3 5 –	253	632 11 4	23	18 11 –	340	824 1 8	798

(2.)—OUTWARDS.

From Newport to River's Mouth.	95	66 13 –	25	20 5 –	6	4 – –	12	9 5 –	13	6 15 –	1	– 15 –	152
From Newport to Holmes	19	16 7 –	128	227 14 –	11	8 11 –	168	228 19 –	27	18 19 –	100	143 1 8	453
From Newport to Nash Point.	–	– –	8	21 13 6	1	1 – 6	42	108 5 4	–	– –	55	151 4 6	106
From Newport to Coombe	–	– –	–	– –	–	– –	15	55 9 –	1	1 10 6	20	70 13 6	36
From Newport to Lundy Island.	–	– –	–	– –	–	– –	73	411 6 6	–	– –	166	825 18 6	239
TOTAL - - -	114	83 – –	161	269 12 6	18	13 11 6	310	813 4 10	41	27 4 6	342	1,191 13 2	986

Note.—The pilots of this district are licensed for the whole distance.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£
To balance brought from last account -	478 11 –	By amount paid for salaries of secretary, clerk, and other officers - - - - - -	10
To amount of fees received from applicants for licenses and certificates - - - -	38 17 –	By amount paid for rent of offices, &c. - -	8
To amount received as contribution to Superannuation or Widows' Fund - - -	257 19 3	By amount paid for pensions or superannuations - - - - - - - -	1
To gross amount received for - - - - - { Inward pilotage	1,772 11 –	By amount paid for { Inward pilotage - -	1,77
{ Outward pilotage	2,398 6 6	{ Outward pilotage - -	2,39
To amount received from other sources -	142 14 7	By balance carried to next account - -	72
£.	5,088 19 4	£.	5,08

18 January 1866. *John S. Phillips*, Sec

PORTH CAWL.

See last page of Return.

PORT OF SUNDERLAND.

BYE-LAWS AND REGULATIONS.

awing up a code of Bye-laws is now under the consideration of a Committee of the Commissioners; up to the present time they have been guided entirely by the Acts of Parliament.

NAMES and AGES of PILOTS.

Dobson	aged 69	Robert Thurlbeck	aged 49
Hunter	68	Matthew Rush	48
Campbell	72	John Scott	48
Hopper (1)	65	Edward Morley	45
Welsh	70	Frank Taylor	54
S. Brown	64	William Wake	47
Potts	61	William Scott	46
Brown, senior	61	William Potts	—
Donkin	65	William Davison (1)	—
Alder, senior	64	John Carter, senior	47
Patterson, senior	58	George Scott	48
Brown	66	George Gibbons, senior	60
rlbeck (1)	56	John Smith, senior	53
Wilson (1)	66	William Young	52
Taylor	61	John Jackson	54
hurlbeck	56	Robert Parker	56
Jobling	59	Thomas Sutton, senior	53
Jones	65	Henry Jones	48
son Brown	61	Thomas Bamboro	55
Metcalfe, senior	58	Thomas Wilson (2)	61
odds	61	William Mellahuln	71
Hunter	53	George Metcalfe	54
Brown	55	John Sanderson	54
Welsh	49	William Rowell	51
Rush, senior	53	William Welsh	49
Brown (1)	58	G. Hopper (2)	45
Alder	66	Thomas Donkin (2)	54
Dodds	55	James Potts (son of James)	—
Brass	51	E. Brown (son of Henderson)	42
Henry	54	Edward Brown (3)	48
ayman	67	James Liddle	39
Donkin (1)	58	John Donkin	45
rlbeck (2)	50	Robert Lindsay	38
indsay	59	G. R. Dodds	37
Thurlbeck	48	M. Wake, senior	43
L. Atkinson	50	Edward Henry	54
Jameson	68	George Wilson	54
Rowell	57	James Dixon	63
Johnson	67	Thomas Potts (3)	43
Hall	62	William Brown (1)	41
Kidney	65	Shadwell Brown	42
rlbeck (3)	49	E. H. Scott	41
opper	47	A. Campbell	40
Potts (1)	—	John Henry	44
rown	47	George Hunter	47
	49	William Nell	52

Limits of License :—To take ships into or out of the Port of Sunderland.

PORT OF SUNDERLAND—*continued.*

NAMES and AGES of PILOTS—*continued.*

Richard Pallas	aged 53	James M'Intosh	—
W. Henry	36	William Willing	—
George Dodds	48	Thomas Donkin (3)	—
W. Brown (son of Henderson)	38	Simon W. Dixon	—
Rich. Gibbons	36	George Lindsay	—
E. Brown (son of Burton)	38	Thomas Wrightson	—
Robert Noble	36	H. Thurlbeck	—
William Wilson (1)	36	William Ellemore	—
Edward Mordey	46	Robert H. Thompson	—
Paul Wayman	36	Fairley Downs	—
T. W. Wilson	38	William Patterson, junior	—
William Davison (2)	40	Thomas Sutton, junior	—
William Hopper	37	John Welsh	—
Henry Brown	36	William Watson, junior	—
Edward Brown (5)	46	Thomas Brown, junior	—
Charles Alder, junior	49	William Elliott	—
James Morley	28	John Wake	—
W. Brown (son of Burton)	—	Hutchinson Jobling, junior	—
Thomas B. Patterson	—	Henry Rowell	—
John Gills	—	John Carter, junior	—
William Rush	—	Thomas Willing	—
George Gibbons, junior	—	James Brown, junior	—
William Alder, junior	—	George Stafford	—
Matthew Metcalfe (1)	—	James Rush	—
William Brown (4)	—	William Wilson (2)	—
George Thompson	—	Parker Donkin	—
John Shotton	—	James S. Hopper	—
Henry Metcalfe	—	William Dodds	—
R. Donkin	—	Anthony Harrison	—
John Patterson	—	Robert Brown	—
Atcheson Scott	—	Thomas Williamson	—
F. Moore	—	James Taylor	—
William Thurlbeck	—	Thomas B. Thurlbeck	—
James Davison	—	Thomas Donkin (4)	—
John Cain Scott	—	Thomas Carter	—
Nathan Thompson	—	John Metcalfe, junior	—
Matthew Brown	—	John T. Dodds	—
Thomas Thurlbeck	—	Joseph Lindsay	—
Matthew Donkin	—	Edward Allison	—
Matthew Metcalfe (2)	—	John Jobling	—
James Elliott	—	Robert T. Dodds	—
William Brown (son of Thomas)	—	Thomas T. Dodds	—
Thomas Hopper	—	Matthew Wake, junior	—
Robert Alder	—	John Smith, junior	—
James Brown (1)	—	Henry Rush, junior	—

Limits of License:—To take
or out of the Port of Sunderland.

RATES of PILOTAGE.

The Pilotage is 1 *s.* 3 *d.* per foot into, and 1 *s.* 3 *d.* per foot out of this Port, from 1st April to 1st October; and fr
1st October to 1st April, 1 *s.* 6 *d.* per foot each way.

PORT OF SUNDERLAND—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS. No.	BRITISH VESSELS. COASTERS. Amount.	BRITISH VESSELS. OVERSEA. No.	BRITISH VESSELS. OVERSEA. Amount.	FOREIGN VESSELS. No.	FOREIGN VESSELS. Amount.	TOTALS. No.	TOTALS. Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
ea to Sunderland - - -	65	38 1 9	4	2 6 9	8	5 10 9	77	45 19 3

(2.)—OUTWARDS.

underland to Sea - - -	178	143 1 3½	52	50 - 9	8	6 17 -	238	199 19 -½

Note.—This Return is only for August, September, October, November, and December; the other Monthly Returns having been sent to the Trinity House, Newcastle, the New Commission here not having come into operation.

RECEIPT and EXPENDITURE of MONIES in respect of PILOTS or PILOTAGE.

New Pilotage Commission having only been in operation a few months, there is no financial yearly statement at present.

1 January 1866. *J. R. Hodge.*

PORT OF SWANSEA.

REGULATIONS and RATES of PILOTAGE.
See p. 83 of Parl. Paper, No. 416 of 1864.

NAMES of PILOTS.
See p. 69 of Parl. Paper, No. 243 of 1865.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS. Distance for which Piloted.	Number of Vessels.	Amount.	(2.)—OUTWARDS. Distances for which Piloted.	Number of Vessels.	Amount.
		£. s. d.			£. s. d.
m Sea to Swansea - -	3,582	3,759 15 9	From Swansea to Sea - -	3,436	1,919 - 9

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
balance brought from last account - -	942 14 2	By amount paid to pilots - - - -	4,027 12 6
amount of fees received from applicants or licenses and certificates - - -	136 10 -	By amount paid for or in respect of pilot boats, hobblers, &c. - - - -	1,651 4 -
amount received as contribution to Superannuation Fund - - - - - -	104 7 1	By amount paid for pensions or superannuations - - - - - -	136 13 -
gross amount received for - - - - - { Inward pilotage -	3,759 15 9	By balance carried to next account - -	1,088 16 10
{ Outward pilotage	1,919 - 9		
amount received for interest on money invested, and in banker's hands - - -	41 18 7		
£.	6,904 6 4	£.	6,904 6 4

31 March 1866. *Lewis Thomas*, Clerk.

SCOTLAND.

PORT OF ABERBROTHWICK, OR ARBROATH.

REGULATIONS issued by the Harbour Trustees.

The Regulations printed in Parl. Paper, No. 516 of 1855, pp. 176 and 177, are still in force.

NAMES of PILOTS.

The Persons mentioned at p. 92 of Parl. Paper, No. 264 of 1863, are still acting.

RATES of PILOTAGE.

The Rates printed at p. 77 of Parl. Paper, No. 354 of 1856, are still in force.

AMOUNT received for Pilotage of Vessels in 1865.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s.
1. At 2¼ d. per ton	7	4 2 6	–	–	–	–	7	7 8
Pilot Master's Fees	–	3 6 –						
2. At 3 d. per ton	491	416 16 6	–	–	–	–	491	433 10
Pilot Master's Fees	–	16 14 –						
3. At 3½ d. per ton	–	–	–	–	28	55 18 6½	28	58 19
Pilot Master's Fees	–	–	–	–	–	3 – 6		
4. At 3½ d. per ton	–	–	57	138 – 4	–	–	57	156 12
Pilot Master's Fees	–	–	–	18 12 –				
Total	498	440 19 –	57	156 12 4	28	58 19 –½	583	656 10

Note.—Only one charge is made at this Port for both Outward and Inward Pilotage; and this Return includes Outward Pilotage for the Year.

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s.
To gross amount received for (Inward pilotage / Outward pilotage)	614 17 10½	By amount paid for or in respect of pilot boats, buoys, &c.	28 11
To amount received for pilot master's fees	41 12 6	By amount paid collector, commission for collecting pilotage, at 2½ per cent.	15 7
		By amount paid 20 pilots, in equal shares	570 19
		By amount retained by Harbour Trustees, for pilot master's salary	41 12
£.	656 10 4½	£.	656 10

18 January 1866.

John Macdonald, Clerk

PORT OF ABERDEEN.

GULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Regulations printed at pp. 179–181, and the Rates printed at pp. 181 and 182, of Parl. Paper, No. 516 of 1855, still remain in force.

NAMES of PILOTS.

p. 71 of Parl. Paper, No. 243 of 1865. Omit the names of George Allan and William Smith; and add that of John Smith, aged 30.

NAMES of ASSISTANTS.

nit the name of James Morrice; and add the names of George Allan, aged 60; George Fowler, aged 46; and John Baxter, aged 23.

AMOUNT received for PILOTAGE of VESSELS in 1865.*

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
n Sea to Aberdeen Harbour and Dock	2,128	1,016 5 5	170	81 4 3	2	1 2 –	168	80 4 10	2,468	1,178 16 6

(2.)—OUTWARDS.

n Aberdeen Harbour and Dock to Sea	684	375 12 –	44	25 9 –	102	14 11 –	24	13 4 –	854	428 16 –

* The money received for Pilotage is paid to the Pilots themselves.

6 April 1866. *Alexander Gauld,* Captain Pilot.

PORT OF AYR.

See last page of Return.

PORT OF DUNDEE.

REGULATIONS issued by the Joint Committee.—The Regulations printed at pp. 81–85 of Parl. Paper, No. 354 of 1856, are still in force.

NAMES of PILOTS.—*See* p. 72 of Parl. Paper, No. 243 of 1865. David Crammond has ceased to act.

RATES.—The Rates of Pilotage are the same as printed at pp. 187–190 of Parl. Paper, No. 516 of 1855.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
From Buoy of Tay to Dundee Docks, at 4 *s.* –¾ *d.* per foot.	–	– –	55	135 14 6	–	– –	40	91 19 1	95	227 13
From Buoy of Tay to Dundee Docks, at 3 *s.* 6 *d.* per foot.	–	– –	154	326 19 10	–	– –	194	368 13 7	348	695 13
From Buoy of Tay to Dundee Docks, at 2 *s.* 9¾ *d.* per foot.	–	– –	1	1 15 2	–	– –	4	4 19 4	5	6 14
From Buoy of Tay to Dundee Docks, at 2 *s.* 4 *d.* per foot.	81	115 7 7	–	– –	5	4 4 –	–	– –	86	119 11
From Buoy of Tay to Dundee Docks, at 2 *s.* per foot.	116	123 – 1	–	– –	20	17 – –	–	– –	136	140 –
From Buoy of Tay to Dundee Roads, at 1 *s.* 8 *d.* per foot.	9	7 11 5	–	– –	–	– –	–	– –	9	7 11
From Buoy of Tay to Dundee Roads, at 2 *s.* 3 *d.* per foot.	–	– –	4	4 8 6	–	– –	23	25 12 9	27	30 1
From Buoy of Tay to Dundee Roads, at 1 *s.* 4 *d.* per foot.	9	5 12 11	–	– –	1	– 12 –	–	– –	10	6 4
From Buoy of Tay to Dundee Roads, at 1 *s.* 3 *d.* per foot.	5	3 16 9	–	– –	–	– –	–	– –	5	3 16
From Buoy of Tay to Dundee Docks, at 8 *d.* per foot.	4	1 13 6	–	– –	–	– –	–	– –	4	1 13
From Buoy of Tay to Dundee Docks, at 1 *s.* 6 *d.* per foot.	1	1 – –	–	– –	–	– –	–	– –	1	1 –
TOTAL - - -	–	—	–	—	–	—	–	—	726	1,240 1

(2.)—OUTWARDS.

From Dundee Docks to Buoy of Tay, at 4 *s.* –¾ *d.* per foot.	–	– –	–	24 9 8	–	– –	–	53 2 6	34	77 12
From Dundee Docks to Buoy of Tay, at 3 *s.* 6 *d.* per foot.	–	– –	100	192 11 –	–	– –	135	241 10 7	235	434 1
From Dundee Roads to Buoy of Tay, at 2 *s.* 9¾ *d.* per foot.	–	– –	1	2 6 11	–	– –	2	2 9 3	3	4 16
From Dundee Docks to Buoy of Tay, at 2 *s.* 4 *d.* per foot.	28	29 18 6	–	– –	8	6 17 8	–	– –	36	36 16
From Dundee Docks to Buoy of Tay, at 2 *s.* per foot.	60	53 5 5	–	– –	26	21 3 6	–	– –	86	74 8
From Dundee Roads to Buoy of Tay, at 2 *s.* 3 *d.* per foot.	1	1 11 2	–	– –	1	1 – 3	–	– –	2	2 11
From Dundee Roads to Buoy of Tay, at 1 *s.* 8 *d.* per foot.	3	2 14 11	–	– –	1	– 13 4	–	– –	4	3 8
From Dundee Roads to Buoy of Tay, at 1 *s.* 4 *d.* per foot.	1	– 13 4	–	– –	10	5 13 1	–	– –	11	6
TOTAL - - -	–	—	–	—	–	—	–	—	404	640 1

PORT OF DUNDEE—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
amount received { Inward pilotage	1,240	1	–	By balance due bank last year	45	13	1
amount received { Outward pilotage	640	1	1	By amount paid for salaries of secretary, clerk, pilot master, and other officers	77	14	6
master's fees	107	5	9	By amount of wages paid to pilots	857	9	3
nt received from other sources	42	19	–	By amount of bonus paid to pilots	336	10	–
				By sums to extra pilots and petty disbursements	99	14	11½
				By provisions, &c. furnished to pilots	233	–	9½
				By amount for keeping cutters, in good condition, coals, insurance, &c.	172	14	5
				By amount of dividend to subscribers for new pilot cutter	42	13	6
				By amount of sinking fund for year	70	10	–
				By amount of interest to bank	–	–	1
				By balance, cash in bank	94	6	3
£.	2,030	6	10	£.	2,030	6	10

SINKING FUND ACCOUNT.

	£.	s.	d.		£.	s.	d.
nce brought from last year	115	1	5	By amount repaid subscriber for new pilot cutter	10	–	–
nt of interest from bank	2	2	3				
nt of deposit for year	70	10	–	By balance carried to next year	177	13	8
£.	187	13	8	£.	187	13	8

January 1866.

Geo. Taylor, Secretary.

PORT OF GLASGOW.

BYE-LAWS and RATES of PILOTAGE issued by the *Clyde* Pilot Board.

The Bye-Laws printed at pp. 88–90, and the Rates at p. 90 of Parl. Paper, No. 287 of 1860, are still in force.

NAMES of PILOTS.

Wyllie	aged 52	James Park	aged 48
Johnston	30	James M'Chleary	47
Barrier	49	Daniel Mowat	41
M'Kelvie	49	Alexander M'Dougall	36
der Alexander	51	Walter Hooks	43
s Park	52	Thomas Montgomery	28
Campbell	48	James Martin	47
Morrison	53	Neil Leitch	38
Campbell	55	Alexander Miller	35
Higham	44	James Stewart	34
kelly	53	James Hendry	36
n M'Callum	32	James W. Stewart	40
Crooks	51		

Limits of License :—To pilot vessels in the River and Frith of Clyde between Glasgow and Greenock, and *vice versâ*.

PORT OF GLASGOW—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.				TOTA	
	COASTERS.				OVERSEA.									
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Am
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£.
From Greenock to Glasgow.	89	103 10 4	902	804 9 4	33	33 7 2	509	694 7 2	34	35 11 2	166	209 8 –	1,733	1,880
(2.)—OUTWARDS.														
From Glasgow to Greenock.	35	89 7 –	884	1,184 7 –	14	60 1 6	689	1,309 1 5	19	13 10 4	174	304 9 4	1,815	2,960

ACCOUNTS of the PILOT BOARD at *Glasgow.*

As to the PILOTAGE earned and paid to Pilots for One Year.

	£. s. d.		£.
Amount of pilotage earned from January to December - - - - - - -	4,841 9 9	Amount paid to pilots - - - - -	4,357
		Balance brought down - - - -	484
		£.	4,841

As to the REVENUE and EXPENDITURE of the Pilot Board.

REVENUE.	£. s. d.	EXPENDITURE.	£.
Amount retained from pilots, as per above account - - - - - - -	484 3 3	Salaries - - - - - - - -	198 1
131 licenses issued to pilots - - -	137 11 –	General charges - - - - - -	37
Amount of fines levied from pilots - -	6 19 10	Allowances to pilots and families - - -	255 1
Entry money - - - £. 30 – –		Surplus revenue - - - - - -	283 1
Deduct,—Repaid Alex. Glen - 10 – –	20 – –		
Interest - - - - - - - -	127 3 3		
£.	775 17 4	£.	775 1

BALANCE SHEET.

31 December 1865:	£. s. d.	31 December 1865:	£.
To surplus, as per account ending 31 December 1864 - - - - - -	3,200 6 2	By Clyde Trustees—Sum lodged in their hands - - - - - - - -	3,000
Surplus for year ending 31 December 1865	283 19 5	By James Alexander, collector, for pilotage on vessels in harbour, unpaid at this date -	119
		By cash in Clydesdale Bank - - -	365
£.	3,484 5 7	£.	3,484

26 January 1866.

A. Turner, Secreta

PORT OF GREENOCK.

BYE-LAWS and RATES of PILOTAGE.—*See* p. 88 of Parl. Paper, No. 416 of 1864.

NAMES of PILOTS (DEEP SEA).

4 of Parl. Paper, No. 243 of 1865. Omit the name of Hugh Cameron; and add the names of Allan Stewart Allison, aged 69; and Alexander Campbell.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS.	BRITISH VESSELS. OVERSEA. Not Towed by Steam. No.	Amount.	BRITISH VESSELS. OVERSEA. Towed by Steam. No.	Amount.	FOREIGN VESSELS. Not Towed by Steam. No.	Amount.	FOREIGN VESSELS. Towed by Steam. No.	Amount.	TOTALS. No.	Amount.
			£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
place betwixt the Cum- nd Cloch Lights to ck or Port Glasgow.	- nil -	-	- -	8	27 17 7½	1	3 10 -	4	15 2 10½	13	46 10 6
ine drawn between the Light and Dunoon Pier Glasgow, or to any diate place, or from ermediate place to any termediate place.	- -	2	2 1 9	29	35 18 2	-	- -	13	11 1 -½	44	49 - 11½
enock, or off Greenock, loch Head.	- -	3	5 3 2	-	- -	2	5 - -	-	- -	5	10 3 2
TOTAL - - -	- -	5	7 4 11	37	63 15 9½	3	8 10 -	17	26 11	62	105 14 7½

(2.)—OUTWARDS.

eenock or Port Glasgow place betwixt the Cum- nd Cloch Lights.	- nil -	14	94 19 5½	53	295 1 6½	14	80 5 -	9	37 4 -	90	507 10 -
ort Glasgow to a line between the Cloch Light unoon Pier, or to any ediate place, or from any ediate place to any other ediate place.	- -	-	- -	7	8 9 10	-	- -	-	- -	7	8 9 10
TOTAL - - -	- -	14	94 19 5½	60	303 11 4½	14	80 5 -	9	37 4 -	97	515 19 10

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£. s. d.
ount of fees received from applicants icenses and certificates - - -	4 10 -	By amount paid secretary - - -	4 10 -
ss amount received by pilots for in- l pilotage - - - - - -	105 14 7½	By amount retained by pilots - - -	621 14 5½
ss amount received by pilots for out- l pilotage - - - - - -	515 19 10		
£.	626 4 5½	£.	626 4 5½

August 1866. *John Kerr Gray*, Secretary.

PORT OF IRVINE.

REGULATIONS and RATES of PILOTAGE.—*See* p. 90 of Parl. Paper, No. 416 of 1864.

NAMES of PILOTS.

Alexander Murray - - - - aged 42
John Pater - - - - - - 56
Andrew M'Gregor - - - - - 58
Limits of License:—Into and out of the Port of Irvine.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS. (COASTERS.) No.	BRITISH VESSELS. (COASTERS.) Amount.	FOREIGN VESSELS.	TOTAL No.	TOTAL Amo
		£. s. d.			£.
From the Bar, outside, up into the Harbour, distance from one to two miles.	44	2 6 7¼	- - nil - -	44	2
(2.)—OUTWARDS.					
From Irvine Harbour outwards, over the Bar, distance from one to two miles.	263	89 – 10¾	- - nil - -	263	89

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.
To gross amount received for - - - - - Inward pilotage -	2	6	7¼	By amount paid for or in respect of pilot-boats, buoys, &c. - - - - - - -	3
To gross amount received for - - - - - Outward pilotage	97	4	3¾	By pilots for the year and their assistants -	129
To balance - - - - - - - -	35	15	6	By paid commission for lifting and paying pilots - - - - - - - - -	2
£.	135	6	5	£.	135

17 August 1866. *Alexander C. M'Kinlay*, Harbour Mast

PORT OF KIRKCALDY.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Regulations printed at pp. 201 and and the Rates at p. 202 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

James Walker - - - - - aged 58 | John Walker - - - - - aged 35

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	BRITISH VESSELS. (COASTERS.) No.	BRITISH VESSELS. (COASTERS.) Amount.	FOREIGN VESSELS.	TOTAL No.	TOTAL Amou
		£. s. d.			£. s.
From Roads to Harbour - - - - -	73	45 13 –	- - nil - -	73	45 13
(2.)—OUTWARDS.					
From Harbour to Roads - - - - -	22	13 11 –	- - nil - -	22	13 11

Note.—The receipts for pilotage go to the pilots, who, on the other hand, receive no salary from the Commissioners.

14 February 1866. *James Russell*, Cle

TRINITY HOUSE OF LEITH.

Laws issued by the Trinity House.—The Bye-Laws printed in Parl. Paper, No. 5, Sess. 2 of 1857, pp. 104-106, are still in force.

NAMES of PILOTS.

ld Blair, sen.	aged 61	James Morris	aged 53
ld Blair, jun.	37	Andrew Stevenson	46
Blair	33	Alexander Watson	45
r Bruce	57	Thomas Wilson, sen.	78
Carnie	53	John Comb	57
M'Kenzie	66		
M'Quat	44	William Elder	38
Maxwell, jun.	50	John Robertson	68

Limits of License:—From Red Head on the North, and St. Abb's Head on the South of Frith of Forth, to Alloa.

		Limits of License:
ryburgh	aged 38	From St. Abb's Head and the Red Head to Alloa, *et vice versâ*.
s Paterson	50	From St. Abb's Head and the Red Head to Grangemouth.
obertson	66	
Graham	47	
Jamieson	47	
n Wilson	46	
Comb	38	
v Coutts	34	In the Frith of Forth and the Red Head to Alloa.
Brock	35	
v Harley	42	
n Nicoll	41	From Leith Roads to the Nore, south; to Pentland Frith on the north side.
Waterson	49	From Carron Roads to Cape Wrath, also from Carron to Orfordness, thence to Nore, *et vice versâ*.
der Beaton	29	From Red Head, in the Frith of Forth, and St. Abb's Head to Carron.
der Comb	58	
s Hume	49	
Paterson Kin	48	
Paterson	58	
utherland	39	
m Morrison	35	
t Nicholson	66	In and out of Leven.
Gibson	49	
Munro	58	From Leith Roads to Red Head, thence to Duncansbay through the Pentland Frith to Cape Wrath, *et vice versâ*.
as Wilson	56	From Alloa, in Frith of Forth, round the north of Scotland.
Galloway	51	From Stirling to Inchkeith, *et vice versâ*.
am Allan	59	From Alloa to St. Abb's Head, *et vice versâ*.
Harrower	67	From Broughty Castle to Perth.
Bell	63	
ew Edwards	36	From St. Abb's Head on the south side, and Fifeness on the north side, to Alloa, *et vice versâ*.
ew Bain	34	
ew Gilmour	50	From Ness and Bass Rock to Grangemouth.
Laing	49	From St. Abb's Head on south side, and Red Head on north side, to Alloa.
rt Finnie	68	From Wemyss Harbour to Roads, *et vice versâ*.
Bell	30	From St. Abb's Head on south side, and Red Head on north side, to Alloa.
ander Simpson	32	From Inchkeith to Alloa, *et vice versâ*.
rt C. Hossack	35	From Leith Roads to the Nore, *et vice versâ*.
ander B. Gunn	49	From Leith Roads to St. Abb's Head, and southward to Orfordness, thence to the Nore.
d Stevenson	44	From St. Abb's Head to Alloa, and north to Red Head.

Trinity House of Leith—*continued.*

Names of Pilots—*continued.*

		Limits of License:
John Wilson	aged 33	From St. Abb's Head to Grangemouth.
Thomas Wilson	33	From Red Head on the north side to St. Abb's Head on the south side, to Grangemouth Alloa.
Henry Malcolm	33	From St. Abb's Head and Fifeness to Alloa.
Walter Paterson	46	From Leith Roads to May Island, and Bass Rock to Alloa, *et vice versâ.*
David Hardie	55	From Island of May to Inchcolm.
Alexander Bruce	42	From Alloa to St. Abb's Head on the south, and from Alloa to Red Head on the north.
William Bell	45	In and out of Leven.
Alexander Donaldson	23	In the Frith of Forth to Grangemouth.
John Finlay	52	From Fifeness and St. Abb's Head, in the Frith of Forth, to Alloa, *et vice versâ.*
James Beaton	58	From Inchkeith, in the Frith of Forth, to Alloa, *et vice versâ.*
Hugh Campbell	64	
George Carlaw	43	
Peter Fotheringham	53	From Inchkeith, in the Frith of Forth, to Stirling.
John Rintoul	46	
John Martin	55	From the Red Head on the north side, and St. Abb's Head on the south side of Frith o to Stirling.
Andrew Rae	32	From May Island to Alloa, including all safe Harbours within these limits, *et vice versâ*
John Allan	45	From the Roads of Dysart, in the Frith of Forth, into the Harbours of Dysart and Ki *et vice versâ.*
James Hay	43	From Ferry-port-on-Craig to Perth, and from Buoy of Tay and Grangemouth, an Grangemouth to South Shields Bar.
Robert Marr	65	From the Red Head on the north side, and S Abb's Head on the south of Frith of F St. Margaret's Hope.
Edward Rodger	59	From Fifeness, May Island, and St. Abb's Head, to Grangemouth and Stirling, includi bours of Stirling and Alloa.
John Wilson	58	From Fifeness to the Red Head, and to St. Andrew's and Dundee, with all Creeks an included.
Neil Weir	71	From Mull of Galloway to St. Abb's Head, including Frith of Clyde, Hebrides, Orkn and Frith of Forth.
Walter Paterson	46	From May Island to Alloa, including all safe Harbours within these limits, *et vice versâ*
William Parker	41	From St. Abb's Head on the south, to Red Head on the north, to Grangemouth.
John Boddo	66	From Buoy of Tay to the Nore, and from Buoy of Tay to Mull of Galloway, *et vice ver*
Robert Comb	56	From St. Abb's Head to Carron Roads, and from Shields to Stornoway.
William Greig	61	From Ferry-port-on-Craig to Perth, and from Buoy of Tay to Perth, *et vice versâ.*
Henry Edward	47	From St. Abb's Head and Red Head to Alloa, *et vice versâ.*
Colin M'Arthur	31	From Red Head to Grangemouth and Alloa.
John M'Vinish	46	From two miles out of Cromarty to Dingwall.
Charles Sturrock	38	From Ferry-port-on-Craig to Perth.
David Paterson	45	In the Frith of Forth.
David Gardiner	67	To and from St. Andrew's Harbour.
William Gardner	43	From Alloa to Fifeness and St. Abb's Head.
William Chisholm	54	From St. Andrew's to Grangemouth.
Robert Dryburgh	40	From St. Abb's Head to Carron Roads.
John Cook	50	In the Frith of Forth and River Tay.
David Anderson	46	In the Frith of Forth.
James C. Comb	25	From St. Abb's Head to Alloa.
George W. Craig	38	From Ferry-port-on-Craig to the Nore, *et vice versâ.*
Thomas F. Colston	59	From Duncansbay Head to the Nore, *et vice versâ.*
Robert Kilpatrick	58	From Leith Roads to London, and also to Pentland Frith.
Alexander Ross	58	From Tarbet Ness to Bonar Bridge, in and out of Moray Frith.

Note.—Several of the pilots besides their Trinity House licenses, hold also harbour licenses under other pilotage authorities, such as Commissioners Harbour and Docks of Leith. No assistant pilots or apprentices are recognised by the Trinity House.

TRINITY HOUSE OF LEITH—*continued.*

RATES of PILOTAGE.

The Rates printed in Parl. Paper, No. 5, of Sess. 2 of 1857, still remain in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

STANCES for which LOTED.	*BRITISH VESSELS.				*FOREIGN VESSELS.				TOTALS.		REMARKS.
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
Island and St. Abb's Leith Roads.	32	91 7 –	1	3 13 6	92	233 5 –	2	8 18 6	127	337 4 –	
Island to Carron	4	12 18 3	–	– – –	29	51 16 6	3	2 16 –	36	67 10 9	
– – – –	11	38 10 3	1	3 18 –	18	48 8 –	3	5 10 6	33	96 6 9	
drew's – – –	51	46 3 4	1	1 6 6	1	1 12 1	–	– –	53	49 1 11	
uther – – –	12	10 14 –	–	– – –	–	– – –	–	– – –	12	10 14 –	
ss – – – –	53	52 9 5	1	1 5 –	20	29 2 3	1	– 10 –	75	83 6 8	
island – – –	2	16 19 –	–	– – –	10	16 13 –	–	– – –	12	33 12 –	
eston – – –	2	2 12 –	1	3 – –	12	20 – –	–	– – –	15	25 12 6	
mannan – – –	4	4 9 8	1	1 – –	4	3 – 6	–	– – –	9	8 10 2	
wall – – –	38	43 2 8	–	– – –	–	– – –	–	– – –	38	43 2 8	The pilotages for the distances herein mentioned comprehend also intermediate distances.
lee – – – –	1	3 10 –	–	– – –	–	– – –	–	– – –	1	3 10 –	
David's – – –	1	1 5 –	–	– – –	–	– – –	–	– – –	1	1 5 –	
– – – – –	6	2 18 9	1	– 12 9	–	– – –	–	– – –	7	3 11 6	
rrow – – –	–	– – –	–	– – –	1	2 2 –	–	– – –	1	2 2 –	
gemouth – – –	55	69 10 –	19	26 19 –	96	201 14 6	16	19 12 6	186	317 16 –	
ton – – – –	11	32 10 –	–	– – –	16	42 14 –	–	– – –	27	75 4 –	No rates fixed by Trinity House.
e – – – – –	–	– – –	–	– – –	2	7 10 6	–	– – –	2	7 10 6	
rkeithing – – –	2	1 – –	1	2 5 –	9	6 15 9	–	– – –	12	10 – 9	
ardine – – –	–	– – –	1	2 5 –	3	11 – 6	–	– – –	4	13 5 6	
h Dock – – –	19	15 3 6	–	– – –	3	10 3 6	–	– – –	22	25 7 –	
n – – – –	38	19 14 6	–	– – –	9	7 8 6	–	– – –	47	27 3 –	
ntrose – – –	–	– – –	–	– – –	1	4 12 –	–	– – –	1	4 12 –	
th – – – –	–	– – –	–	– – –	–	– – –	7	9 15 8	7	9 15 8	
enweem – – –	21	15 19 –	1	– 13 –	–	– – –	–	– – –	22	16 12 –	
tycur Harbour – –	2	1 – –	–	– – –	–	– – –	–	– – –	2	1 – –	
ensferry – – –	3	2 7 6	–	– – –	8	8 – –	13	14 17 6	24	25 5 –	
nyss Harbour – –	250	76 13 9	–	– – –	–	– – –	–	– – –	250	76 13 9	
TOTAL – – –	618	560 17 7	29	46 17 9	334	705 18 1	45	62 – 8	1,026	1,375 14 1	

No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage, or in the returns by the pilots.

Trinity House of Leith—*continued.*

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	*BRITISH VESSELS.				*FOREIGN VESSELS.				TOTALS.		REMAR
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.	
Out of Aberdeen	6	3 13 –	–	– – –	6	3 8 –	–	– – –	12	7 1 –	
Out of Anstruther	13	10 14 –	–	– – –	–	– – –	–	– – –	13	10 14 –	
Out of Alloa	19	29 12 –	–	– – –	19	19 17 6	1	1 10 –	39	50 19 6	
Out of Arbroath	–	– – –	–	– – –	2	1 2 –	1	– 15 –	3	1 17 –	
Out of Bo'ness	48	43 14 5	–	– – –	8	7 16 9	1	– 10 –	57	53 1 2	
Out of Burntisland	12	10 1 6	–	– – –	4	9 – –	–	– – –	16	19 1 6	
Out of Carron Roads	7	14 6 6	15	17 11 6	3	6 5 –	3	6 7 6	28	44 10 6	The pile the distanc mentioned hend also diate dista
Out of Charleston	14	14 13 –	–	– – –	83	73 16 6	–	– – –	97	88 9 6	
Out of Clackmannan	–	– – –	–	– – –	37	50 13 –	–	– – –	37	50 13 –	
Out of Dundee	6	3 17 –	2	1 7 –	7	13 17 –	–	– – –	15	19 1 6	
Out of St. David's	33	18 4 –	1	1 – –	17	7 3 –	–	– – –	51	25 7 –	
Out of Fraserburgh	3	1 14 –	–	– – –	–	– – –	–	– – –	3	1 14 –	
Out of Granton	–	– – –	–	– – –	6	11 14 –	–	– – –	6	11 14 –	
Out of Grangemouth	63	69 10 –	27	39 17 6	46	71 8 –	28	58 13 6	164	239 9 –	No rates Trinity Ho
Out of Inverkeithing	11	7 10 –	–	– – –	10	7 10 –	–	– – –	21	15 – –	
Out of Leven Harbour	38	19 12 6	1	1 15 –	12	8 2 6	–	– – –	51	29 10 –	
Out of Leith	21	16 7 6	–	– – –	26	29 11 6	2	1 7 –	49	47 6 –	
Out of Montrose	2	1 3 –	–	– – –	2	1 1 –	–	– – –	4	2 4 –	
Out of Newburgh	5	3 17 –	–	– – –	5	3 15 –	–	– – –	10	7 12 –	
Out of Perth	1	– 12 –	2	1 6 –	–	– – –	–	– – –	3	1 18 –	
Out of Queensferry	–	– – –	1	– 15 –	–	– – –	–	– – –	1	– 15 –	
Out of Wemyss Harbour	250	76 13 9	–	– – –	–	– – –	–	– – –	250	76 13 9	
TOTAL	552	345 15 2	49	63 12 –	293	325 – 9	36	69 3 –	930	805 10 11	

* No distinction is made between the different classes of British and Foreign vessels, either in the rates of pilotage or in the returns of the pilots

Note.—With the exception of vessels bound to and from Leith, Kirkcaldy, and such other harbours as are regulated by Special Acts of Parliam license their own pilots, no change of pilots is compulsory within the Trinity House limits. No return of these harbour pilotages can be given Trinity House, as the harbour pilots are not under their authority, but under that of the several harbour authorities.

ACCOUNT of Monies received and expended in respect of Pilotage.—No information given.

HARBOUR AND DOCKS OF LEITH.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.

See p. 96 of Parl. Paper, No. 243 of 1861. The Regulations and Rates there referred to are still in force.

NAMES of PILOTS.

79 of Parl. Paper, No. 243 of 1865.—Thomas M'Laren, Hugh M'Whinnie, Hugh Smith, and George Stark have ceased to act; and add the name of Thomas Wilson (No. 3), aged 33.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

	£.	s.	d.
From and to any point required within the Limits of the Port as extended for pilotage purposes by Article 8 of the Regulations - - - - - - - -	1,000	5	2

There are no materials for making any further return of the particulars required by this Schedule.

(2.)—OUTWARDS.

Pilotage outwards is paid directly to the pilots. The amount received by them is not known, and there are no materials for making any further return of the particulars required by this Schedule.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.—No information received.

William D. Carstairs.

PORT OF LOSSIEMOUTH.

TIONS issued by the Harbour Company.—The Regulations printed at pp. 212 and 213 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.

Alexander Reid - - - - -	aged 41	William Souter - - - -	aged 30
John Reid - - - - - -	33		
John Edward - - - - - -	35	William M'Donald - - - -	30

RATES of PILOTAGE.—3*d.* per ton in and out.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

BRITISH VESSELS. COASTERS.		FOREIGN VESSELS.		TOTALS.	
No.	Amount.	No.	Amount.	No.	Amount.
	£. s. d.		£. s. d.		£. s. d.
216	100 16 –	13	10 4 10	229	111 – 10

(2.)—OUTWARDS.

216	100 16 –	13	10 4 10	229	111 – 10

March 1866. *Fife Duff Robertson*, Secretary.

PORT OF MACDUFF.

Bye-Laws.—Nil.

NAMES of PILOTS.

See p. 80 of Parl. Paper, No. 243 of 1865.—Innes West, Peter Ewen, and John Ewen, have ceased to act; and add the names of William Paterson, aged 22; and William West, aged 24.

Rates of Pilotage.—The Rates printed at p. 93 of Parl. Paper, No. 270 of 1862, are still in force.

AMOUNT received for Pilotage of Vessels in 1865.

Inwards.	Number of Vessels.	Amount.	Outwards.	Number of Vessels.	Amount
		£. s. d.			£. s.
Oversea - - - - -	36		Oversea - - - - -	36	
Coasters - - - - -	225		Coasters - - - -	225	
	261	71 17 6		261	71 17
Extra work - - - -	- -	40 - -	Extra work - - - -	- -	60 -
Total - - - £.		111 17 6	Total - - - £.		131 17

ACCOUNT of Monies received and expended by or on behalf of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£. s.
To gross amount received for - - - - { Inward pilotage -	71 17 6	Paid to pilots - - - - - - -	243 15
{ Outward pilotage	71 17 6		
To amount received from other sources; namely—			
Lay out kedges and haulers inwards -	40 - -		
Outward warping, &c. - - -	60 - -		
£.	243 15 -	£.	243 15

30 January 1866. *James Farquharson.*

PORT OF PETERHEAD.

Regulations issued by the Trustees of the Harbours of *Peterhead*.—The Regulations printed in Parl. Paper, No. 516 1855, pp. 216-218, are still in force.

Names of Pilots.—*See* p. 80 of Parl. Paper, No. 243 of 1865.—A. Robertson, J. Groat, D. Shepherd and J. Hone ha ceased to act; and add the names of John Coule, aged 48; Alexander Strachan, aged 26; and Robert Slessor, aged 5

Rates of Pilotage.—The Rates printed at p. 113 of Parl. Paper, No. 5, Sess. 2 of 1857, still remain in force.

AMOUNT received for Pilotage of Vessels in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS. COASTERS and OVERSEA.		FOREIGN VESSELS.		TOTALS.	
	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s.
Into the Harbours of Peterhead - - -	497	164 2 6	63	19 14 -	560	183 16

(2.)—OUTWARDS.

Out of the Harbours of Peterhead - - -	497	164 2 6	63	19 14 -	560	183 16

PORT OF PETERHEAD—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.
nount of fees received from applicants for nses and certificates - - - - -	2	6	6
oss amount received for { Inward pilotage / Outward pilotage	183	16	6
	183	16	6
lance provided from the revenue derived f the trustees of the harbours of Peterhead	68	–	–
£.	437	19	6

Cr.	£.	s.	d.
By amount paid for salary of secretary -	2	6	6
By amount paid for rent of offices, &c. -	6	–	–
By amount paid for salary of captain pilot -	90	–	–
By amount paid to pilots - - -	339	13	–
£.	437	19	6

24 March 1866. *William Boyd*, Secretary.

PORT OF ROSEHEARTY.

BYE-LAWS and REGULATIONS.

Any vessel coming into the harbour, and having a rope from st ashore, is to have a preferable title to a berth for discharging ding, before any other vessel that may come in the same tide l or discharge.

Any vessel having on board a cargo which cannot be unloaded nother vessel, but must, for that purpose, lie close to the quay, e first preferred to a berth; and in case of more than one vessel such a cargo, the vessel having a rope first ashore shall have reference, excepting always such vessels as may be in distress.

In the event of any vessel or vessels coming into the harbour a cargo or cargoes, requiring an inside berth for unloading, and o such berth is vacant, then the harbour-master is to accommo- such vessels, by removing from the quay any other vessel, one re, having such cargo or cargoes on board, as may be unloaded nother vessel; and vessels lying upon an outside berth shall be d to heel off, so as to prevent damage to those lying within otherwise the master and owners are to be liable and obliged air such damage as the vessel lying at the inside berth shall n to sustain by their neglect of so doing.

In case the master or other person having the command or ion of any vessel shall, after being desired by the harbour- r, refuse to remove his vessel from the berth or lying-place at it may be at the time, to any other berth or lying-place within id harbour, the harbour-master may remove such vessel, and aster and owners shall be liable in the expense of such removal; o person shall obstruct or hinder the removal of any vessel as said.

No master of any ship, boat, or other vessel shall either dis- e or receive on board any goods or commodities of any descrip- without having previously given notice to the collector or har- master of his intention so to do, and, so far as possible, giving culars of such goods or commodities, and the names of the shipper nsignees.

No ballast shall be taken from any part of the harbour or bourhood thereof without leave from the Commissioners, or the rs appointed by them for that purpose; and no person shall v or empty any ballast, dirt, ashes, rubbish, shingle, stones, or other thing into the said harbour or entrances, or upon the es thereof, or within two hundred yards of the said entrances. master or owners of all ships requiring ballast shall be obliged ke the same from the said Commissioners.

All obstructions within the harbour, by accident or otherwise, be immediately removed by the harbour-master, at the expense e owners.

No person shall wilfully break, cut, or destroy any rope or other by which a vessel or boat is moored or fastened within the our, and moreover shall be liable in the expense of the damage by occasioned, but without prejudice to the harbour-master cising the powers committed to him, to their fullest extent, in a nable manner.

As all shipmasters and others are to take their directions with ct to mooring and unmooring of vessels and boats from the our-master alone, so he is hereby fully empowered and autho- to cut the ropes and throw off the chains of any ship, boat, or l, where his orders and directions shall not be immediately com- with and obeyed; and the transgressor or transgressors shall, les the statutory penalty, be liable in the expense of transporting vessel to another berth, which the harbour-master is hereby owered to do.

. The masters and crews of all vessels shall rig in slipping bow- s; and square-rigged vessels shall top their lower yards up and down, spritsail yard fore and aft, and have their jib-booms and anchors taken in when desired by the harbour-master.

11. All vessels and boats, when afloat, shall be obliged to bea a-head or a-stern at any time before high water, in such a manne as the harbour-master may direct, the penalty to be forfeited and paid by the master, owner, or offender. The master or mate of every vessel and boat shall attend on board during tide time, in order t receive the harbour-master's directions, certifying to all such a neglect to do so; that the harbour-master shall, in such event, hav full power to discharge his duty without being liable to any chal lenge upon that account.

12. No ship, vessel, or boat shall lie at an inside berth while empt or in ballast upon any pretence whatever, if wanted by another unless some part of the goods to be loaded by her is upon the quay ready to be taken on board; nor is any empty vessel or boat to b allowed to lie at any inside berth, upon pretence of taking in ballast provided the berth be wanted by a vessel or boat having occasio for it.

13. No stones of any kind are to lie or to be dressed upon th piers for any purpose whatever, except for any works connecte with the harbour; and no goods, wares, merchandise, tiles, wood barrels, or any other thing, except for the purpose of being imme diately shipped or landed, shall lie upon any of the quays or piers, o on any street or road leading to the same, in such a way as may, i any degree, interrupt or obstruct the free passage along such piers quays, streets, or roads. Besides the statutory penalty, the trans gressor or transgressors shall be liable in the expense of removing th obstruction to a place of safety, there to lie, subject to the fixe stowage rate. Goods, wares, merchandise, and other articles properl stowed upon the piers, so as not in any degree to obstruct the fre passage, after remaining twenty-four hours, shall be charged accordin to the schedule of rates for the use of sheds, annexed to and speci fied in the Provisional Order granted by the Board of Trade i favour of the Commissioners, and confirmed by Parliament.

14. All masters and owners of ships, vessels, and boats comin into or using the said harbour shall be answerable to the Com missioners for any loss, damage, or mischief which shall be don by their vessels or boats, or by any of the seamen, servants, or fish ermen employed by them, or on board such ships or boats, to th piers and works connected therewith, belonging to the said Commis sioners, with full costs and expenses of suing for and recovering th same.

15. No person shall refuse to obey the harbour-master, or insul or interrupt him in the exercise of any part of his office.

Persons contravening any of the said bye-laws and regulations shall be liable in a penalty not exceeding five pounds for each offence o breach of the same, it being competent to the sheriff of the county before whom the penalty shall be sought to be recovered, to orde the whole or part only of said penalty to be paid.

The penalties enacted by the foregoing bye-laws and regulation shall be exigible by the Commissioners from the masters or owner of the several vessels or boats, as well as from the actual offender themselves, by petition to the sheriff, and such penalties so enacte shall be paid to the treasurer of the said harbour for behoof of th Commissioners.

The harbour-master shall always have with him a copy of thes regulations, to be produced, if necessary, for the better informatiou o all concerned; and the Commissioners require and enjoin him t carry the whole of them into strict execution with perseverance an vigour.

PORT OF ROSEHEARTY—*continued.*

NAMES of PILOTS.

Andrew Buchan - - - -	aged 59	*Limits of License.*—Into and out of the Harbour of Rosehearty.
John Duthie - - - - -	67	
James Duncan - - - - -	40	

RATES of PILOTAGE.

	s.	d.
1. For every ship or vessel piloted into and out of the Harbour of Rosehearty, with a boat and four men, per ton - - - - - - - - - - - - - - -	–	2
Warping in or out, including haulers, and boat laying out a kedge, extra - - -	5	–
2. TIDE'S WORK:—For every tide's work within the harbour, per man employed, each -	1	6
3. BERTHING MASTER'S OR CAPTAIN PILOT'S FEES:		
For all vessels under 60 tons burden, each - - - - - - - - -	–	6
For all vessels 60 and under 120 tons burden, each - - - - - -	1	–
For all vessels 120 tons and upwards, each - - - - - - - -	1	6

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.	TOTALS.	
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£. s. d.
One hundred yards from the entrance of the Harbour - -	26	8 9 7½	–	- - -	–	- - -	–	- - -	- - nil - -	26	8 9 7½

(2.)—OUTWARDS.

One hundred yards from the entrance of the Harbour - -	16	4 9 1	–	- - -	10	4 – 6½	–	- - -	- - nil - -	26	8 9 7½

ACCOUNT of MONIES received in respect of PILOTAGE.

The gross amount received for Inward and Outward Pilotage - - - - - - £. 16. 19. 3.

6 January 1866.

John Malcolm, Clerk

PORT OF WICK.

REGULATIONS issued by the British Fishery Society.

The Regulations printed in Parl. Paper, No. 516 of 1855, p. 220, still remain in force.

NAMES of PILOTS.

Payne, Pilot Master - aged 50	William M'Leod - - aged 40	*Limits of License.*—Piloting vessels to and from Pulteney Harbour.
er Swanson - - - - 65	William Taylor - - - - 35	
Shearer - - - - 73	David Ross - - - - 59	
I'Kay - - - - 57	John Shearer - - - - 48	
'Leod - - - - 38	George Taylor - - - - 63	

RATES of PILOTAGE.

	£.	s.	d.
For every vessel above 20 tons, entering and leaving the harbour, per ton register - -	–	–	3
For each tide's work within the harbour - - - - - - - - - -	–	7	6
For laying out a kedge or warp to assist vessels - - - - - - - - -	–	5	–

EXTRA PILOT CHARGES against Vessels requiring Pilot's assistance outside the Harbour Lines.

	£.	s.	d.
For one tide on board - - - - - - - - - - - - -	–	5	–
For any period from 12 to 24 hours - - - - - - - - - - -	–	10	–
If detained on board 36 hours - - - - - - - - - - - -	1	–	–
If two days or a week on board, not more than - - - - - - - - - -	1	10	–
If obliged to bear for shelter to any of the adjacent ports, not more than - - -	2	–	–

AMOUNT received for PILOTAGE of VESSELS in 1865.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
ne drawn from th North } o the South Head of the } Wick - - - -	160	70 – –	212	199 15 9	81	60 15 –	453	330 10 9

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
ss amount received for inward pilotag -	165	5	4½	By amount paid for salaries of secretary, clerk, and other officers - - -	3	13	4
ss amount received for outward pilot- - - - - - - - -	165	5	4½	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	2	15	–
ount received from other sources - -	*37	1	6	The pilot master, after deducting 1 per cent. for collecting, pays the balance, once a week, equally among the 10 men - -	161	3	11
£.	367	12	3	£.	367	12	3

* This last sum was received for services rendered about the harbour, and for laying out kedges and warps, &c.

January 1866. *Gilbert B. Rutherford,* Captain, R.N., Secretary.

IRELAND.

PORT OF BALLINA.

Bye-Laws.—Nil.

NAMES of PILOTS.

See p. 82 of Parl. Paper, No. 243 of 1865.

RATES of PILOTAGE.

See p. 82 of Parl. Paper, No. 243 of 1865.

AMOUNT received for Pilotage of Vessels in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.	TOTAL	
	COASTERS.				OVERSEA.				
	Not Towed by Steam.		Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amount.
		£. s. d.		£. s. d.		£. s. d.			£.
From the Bar to the Quay -	21	20 5 –	98	95 4 –	1	1 19 –	- - nil - -	120	117

(2.)—OUTWARDS.

From the Quay to the Bar -	34	33 2 –	85	73 10 –	1	1 16 –	- - nil - -	120	108

ACCOUNT of Monies received and expended in respect of Pilots or Pilotage.

Dr.	£. s. d.	*Cr.*	£.
To gross amount received for - - - - { Inward pilotage -	117 8 –	By amount paid for salaries of pilots -	225
{ Outward pilotage -	108 8 –		
£.	225 16 –	£.	225

7 August 1866.

John M'Culloch, Secretary

PORT OF BELFAST.

Regulations issued by the Harbour Commissioners.—The Regulations printed at pp. 100–103 of Parl. Paper No. 354 of 1856, still remain in force.

NAMES of PILOTS.

See p. 100 of Parl. Paper, No. 416 of 1864.—The only changes during the year were the deaths of John Bens and William Mills, and the appointment of Hugh Hutchinson and Thomas Lyons, as Branch Pilots.

RATES of PILOTAGE.

The Rates printed at pp. 103 and 104 of Parl. Paper, No. 354 of 1856, are still in force.

PORT OF BELFAST—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ANCES which TED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
ls to Quays	2,251	994 5 2	2,085	939 19 11	48	31 19 –	117	115 2 8	–	– – –	1	1 1 –	66	41 9 8	124	90 6 1	4,692	2,214 3 6

(2.)—OUTWARDS.

rs to Roads	417	179 19 6	462	267 13 6	–	– –	1	– 8 –	10	5 9 –	2	1 11 6	10	7 16 6	5	3 11 3	907	466 9 3

ACCOUNT of MONIES received and expended by or on behalf of PILOTS or PILOTAGE.

Dr.	£.	s.	d.
ount of fees received from applicants censes and certificates - - -	1	15	–
ss amount received for inward pilotage	2,214	3	6
ss amount received for outward pilotage	466	9	3
ount received from other sources, ing 20 per cent. off pilots' wages -	544	14	5
nce - - - - - - - -	267	11	4
£.	3,494	13	6

Cr.	£.	s.	d.
By amount paid for or in respect of pilot boats, including wages of masters, mates, and boatmen - - - - - -	777	–	9
By amount paid for pensions or superannuations - - - - - -	37	–	–
By pilots' wages - - - - -	2,680	12	9
£.	3,494	13	6

June 1866.

Wm. Thompson, Secretary.

PORT OF COLERAINE.

No information can be given.

PORT OF CORK.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws and Rates printed at pp. 103 and 104 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of BRANCH PILOTS.

Queenstown.

Whelan - - -	aged 61	James Nash - - -	aged 49
Murphy - - -	54	Michael Connor - - -	53
k Murphy - - -	42	Patrick Burke - - -	55
d Cotter - - -	40	Michael Shields - - -	56
ce Crotty - - -	41	Thomas Lynch - - -	31
d Dunn - - -	39	Edward Cotter, junior - -	38
Lynch - - -	40	John Terry - - - -	44
as Ahern - - -	60	John Lynch - - - -	44
Olden - - -	61	John Barry - - - -	42
White - - -	58	Thomas Barry - - -	31
d Cotter - - -	52	John Carrick - - - -	28
Bansfield - - -	52	John Walsh - - - -	55
m Hartnett - - -	55	John Allen - - - -	29
Hartnett - - -	36	Martin Webb - - - -	36
l Allen - - -	57	Michael Lamb - - -	49
Horrigan - - -	52	William Smith - - -	24

William Barry - -	aged 48		
Patrick Saunders - - -	49		
Thomas Saunders - - -	44		
John Smith - - - -	36		
Peter Ahern - - - -	41		
James Kirby - - - -	51		
Edmond Butler - - -	27		
John Cotter - - - -	56		
Michael Geary - - -	35		
William Dunn - - -	54		
Thomas Sweeny - - -	39		
William Downey - - -	56		
Edward Smith - - -	53		
James Saunders - - -	35		
John M'Carthy - - -	49		
David Dorgan - - -	45		

PORT OF CORK—*continued.*

NAMES of BRANCH PILOTS—*continued.*

Queenstown—continued.

William Mulligan	aged 50
Bartholomew Mulcahy	32
James Avon	55
Thomas Neill	33
John Murphy	33
Thomas Martin	24
John Barry	39
Patrick Whelan	60
John Saunders	34
William Cotter	42
Michael Donovan	29
Timothy Irwin	34

Ballinacurra.

Daniel Leary	aged 57
John Cunningham	55

Ballycotton.

David Sullivan	aged 48

Poor Head.

William Dunn	aged 55
Samuel Dunn	36

Cape Clear.

Daniel Cadogan	aged 30
Michael Cadogan	40

Gally Head.

John Lombard	aged 55

Kinsale.

Michael Nugent	aged 46
John Hurley	41
Edward M'Carthy	69
John Fleming	56
Daniel Brien	58
Robert Nugent	36
Timothy Hayes	46
Bartholomew Hurley	57
Patrick M'Carthy	66

Crookhaven.

Thomas Downey	aged 56
Thomas Ellis	41
Jeremiah Mahoney	42
Denis Mahony	38
John Mahony	51
Andrew Beazly	40

River Pilots.

John Gorman	8

Branched Captains of Steam S

William L. Tooker	8
Stephen S. Mowle	
Edward Byrne	
Robert Staveley	
Henry C. Raynes	
Stephen Bertridge	
James Doran	
Francis John Croft	
Richard Holland	
Thomas Perry	
John Crawford	
William O'Toole	
S. Anderson	
T. Simmelkiar	
L. G. Star	
John Stirling	

TOTAL - - - 84 Pilots exclusive of Captains of Steam

AMOUNT received for PILOTAGE of VESSELS in 1865.

The Commissioners have no means of ascertaining what amount has been received by the pilots.

6 August 1866. *James F. Sugrue*, Secretar

PORT OF DROGHEDA.

BYE-LAWS issued by the Harbour Commissioners.—*See* pp. 236 and 237 of Parl. Paper, No. 516 of 1855.

NAMES of PILOTS.

See p. 102 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

The Rates printed at p. 238 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.				TOTA	
	COASTERS.				OVERSEA.							
	Not Towed by Steam.		Towed by Steam.				Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.			No.	Amount.	No.	Amount.	No.	Ar
		£. s. d.		£. s. d.				£. s. d.		£. s. d.		£.
From the Bay to the Quay of Drogheda.	224	134 8 -	285	128 5 -	-	nil - -	4	5 10 3	7	24 12 8	11	30

(2.)—OUTWARDS.

From the Quay of Drogheda to the Bay.	388	232 16 -	121	54 9 -	-	nil - -	8	14 18 6	3	9 5 8	11	24

PORT OF DROGHEDA—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.	d.
unt of fees received from applicants censes and certificates - - -	–	2	6	By amount paid secretary, being 2½ per cent. commission on gross amount of pilotage received - - - - - - -	15	2	2
s amount received { Inward pilotage -	292	15	11	By amount paid for pilot's certificate - -	–	2	6
- - - - { Outward pilotage	311	9	2	By amount paid pilots - - - -	589	2	11
£.	604	7	7	£.	604	7	7

21 April 1866. *John M'Namara*, Secretary.

PORT OF DUBLIN.

BYE-LAWS and RATES of PILOTAGE.

The Bye-Laws and Rates printed at pp. 100–102 of Parl. Paper, No. 270 of 1862, are still in force.

NAMES of PILOTS.

See p. 86, of Parl. Paper, No. 243 of 1865.—John Archibold, aged 24, has been licensed.

NAMES of APPRENTICES.

ard Sharkey, Robert Ward, Thomas Connor, and Daniel Downey have ceased to act; and add the names of James Byrne, aged 23; John Tallant, aged 20; and Matthew Farrell, aged 19.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.				TOTALS.	
	COASTERS.		OVERSEA.		COASTERS.		OVERSEA.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
utside to Dublin - - - -	1,872	2,255 13 3	156	411 15 5	–	- -	136	406 12 4	2,164	3,074 1 –
nside to Dublin - - - -	1,935	1,189 10 9	161	253 13 1	–	- -	67	128 4 10	2,163	1,571 8 8
utside to Kingstown - - -	157	165 9 10	24	111 13 7	2	2 4 –	12	38 12 9	195	318 – 2
nside to Kingstown - - -	134	74 1 –	17	28 4 3	–	- -	10	13 1 3	161	115 6 6
TOTAL - - -	4,098	3,684 14 10	358	805 6 4	2	2 4 –	225	586 11 2	4,683	5,078 16 4

(2.)—OUTWARDS.

Docks and Quays to Poolbeg Light-e - - - - - - - -	1,105	472 9 2	48	26 2 6	15	6 10 –	47	23 10 6	1,215	528 12 2

PORT OF DUBLIN—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.
To amount of fees received from applicants for licenses and certificates	63	2	–	By balance from last account	2,035	1
To gross amount received for { Inward pilotage	4,994	13	5	By amount paid for salaries of pilot master, clerk, and other officers	209	2
{ Outward pilotage	488	9	–	By amount paid for in respect of pilot boats, buoys, &c.	1,884	2
To amount received, differences of dues on foreign vessels:—				By amount paid for pensions or superannuations	103	4
Inwards	344	4	–	By amount paid for inward pilotage	4,023	1
Outwards	17	14	–	By amount paid for outward pilotage	492	3
To pilot boats earnings, differences of dues	86	1	–	By differences of dues on foreign vessels	361	18
To balance to be carried to next account	3,115	1	9			
£.	9,109	5	2	£.	9,109	5

22 January 1866. *Robert Willson*, Pilot Maste

PORT OF DUNDALK.

BYE-LAWS.—Nil.

NAMES of PILOTS.

The Persons mentioned at p. 104 of Parl. Paper, No. 270 of 1862, are still acting.

RATES of PILOTAGE.

The Rates printed in Parl. Paper, No. 516 of 1855, p. 244, and in Parl. Paper, No. 5, Sess. 2 of 1857, p. are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

DISTANCES for which PILOTED.	BRITISH VESSELS.								FOREIGN VESSELS.	TOTAL	
	COASTERS.				OVERSEA.						
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.		No.	Amo
		£. s. d.		£. s. d.		£. s. d.		£. s. d.			£.
Inwards	427	221 3 6	187	136 8 –	5	8 6 6	15	27 6 3	– nil –	634	393
Outwards	441	180 2 6	173	24 14 –	13	16 15 6	7	7 – 6	– nil –	634	228 1
TOTAL Inwards and Outwards	868	401 6 –	360	161 2 –	18	25 2 –	22	34 6 9	– – –	1,268	621 1

This Return does not include steam ships trading to the port.

PORT OF DUNDALK—*continued.*

GENERAL ABSTRACT of the ACCOUNTS of the COMMISSIONERS for the Year ending 31st December 1865.

	£.	s.	d.	£.	s.	d.	£.	s.	d.
on foot of account for year ending 1864							616	5	5
ipts for year ending 31st December, viz. :—									
:									
vessels				942	1	1			
vessels				1,047	13	–			
							1,989	14	1
:									
Steamers	1,919	3	10						
Coasters	1,157	4	6						
Foreigners	160	18	3						
				3,237	6	7			
ge				621	16	9			
t (12,383 tons)				301	5	8			
ges				643	11	11			
Steamers	130	–	–						
Sailing vessels	118	2	6						
				248	2	6			
erage				25	4	9			
							5,077	8	2
:									
tores sold				6	12	6	6	12	6
							7,073	14	9
e							277	12	10
						£.	7,967	13	–

Cr.	£.	s.	d.	£.	s.	d.
Total Payments for Year ending 31st December 1865 :—						
Dredging	942	8	3			
Handfilling	254	1	8			
Tug boat	623	8	8			
Maintaining embankments	83	–	5			
Buoys, perches, beacons, and lighting same	281	15	11			
Pilotage	585	15	–			
Ballast	290	14	4			
Interest on debentures, less income tax	946	–	–			
Income tax	11	15	–			
Salaries and wages	512	12	–			
Rents and taxes	46	17	6			
Postages, stationery, and stamps	29	–	10			
Incidentals	42	18	11			
Life boat	30	12	7			
Superannuation	83	15	–			
Surveying expenses	–	15	6			
Office alterations	13	5	4			
Sinking Fund	441	17	8			
Outer harbour works	2,297	1	4			
Law expenses	408	4	9			
Officer's clothing	12	–	–			
Audit for year ending 31st December 1864	10	10	–			
Interest charged by bank on over-draft	19	2	4			
				7,967	13	–
			£.	7,967	13	–

LIABILITIES.

	£.	s.	d.
of debt due to debenture holders up to and ending on the 31st ber 1865	19,500	–	–
due National Bank, over-draft	500	–	–
£.	20,000	–	–

ASSETS.

	£.	s.	d.
Invested for Sinking Fund	1,073	8	2
Amount of dues furnished Dundalk Steampacket Company for month of December 1865	260	5	4
Value of vessels and stock, the property of the Dundalk Harbour Commissioners, as taken on the 31st December 1865	11,577	12	6
£.	12,911	6	–

February 1866.

Thomas James Pooler, Secretary.

PORT OF GALWAY.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.
See p. 246 of Parl. Paper, No. 516 of 1855.

NAMES of PILOTS.

Pilot Master : William Evans	aged 51	*Limits of License* :—From Roadstead to Dock, and *vice versâ*.
Assistant Pilot Master : Neil Delargry	35	
Resident on Arran Island : Michael Joyce	25	*Limits of License* :—From Arran Island to Galway Roadstead.
Bartholomew Donohoe	40	
Michael King	39	
John Joyce	23	
John Jack Joyce	23	
Henry King	33	
Resident in Galway : Bartholomew Oliver	39	*Limits of License* :—From Galway Roadstead to Arran Island.
John Lee	26	
Patrick Conolly	40	
Michael Walsh	22	

PORT OF GALWAY—*continued.*

AMOUNT received for PILOTAGE of VESSELS, INWARDS and OUTWARDS, in 1865.
Gross Amount of Pilotage received by Collectors inserted in the following Return.
No difference of dues, pilotage, &c. between British and Foreign Vessels.

ACCOUNT of MONIES received in respect of PILOTS or PILOTAGE.

			£.	s.	d.	£.	s.	d.
The gross amount received for	Inward pilotage	Master Pilot - - -	75	7	3			
		Assistant Master Pilot - -	61	13	9			
						137	1	–
	Outward pilotage - - - - - - - -					139	5	9
					£.	276	6	9

8 January 1866. *William Evans*, Master Pilot.

PORT OF LIMERICK.

REGULATIONS issued by the Harbour Commissioners.
The Regulations printed at p. 249 of Parl. Paper, No. 516 of 1855, are still in force.

NAMES of PILOTS.—No information can be given.

RATES of PILOTAGE.—*See* p. 112 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE.—No information can be given.

PORT OF LONDONDERRY.

BYE-LAWS.
The Bye Laws printed at p. 112 of Parl. Paper, No. 244 of 1859, are still in force.

NAMES of PILOTS.

James M'Daid	aged 60	Neal Loughrey	aged 37	To pilot vessels of any draft.
Owen M'Daid	61	Hugh M'Laughlin	51	
Philip M'Daid	52	Neal Gillespie, jun., No. 1	42	
John Gillespie, jun., No. 2	41	Patrick O'Donnell	56	
William Bradley	46	Daniel Gillespie	34	
James O'Donnell	41	Laughlin M'Cann	33	
Edward M'Gonigall	55	Neal Gillespie, No. 2	41	
William Loughrey	62	John Smith	32	
Michael Harkin	56	John Gillespie, No. 3	38	
Daniel M'Daid	61	Joseph Mitchell	31	
Patrick Rudden	53	George Hutchison	36	
John Gillespie, sen., No. 1	45	George Clarke	35	
Daniel M'Cann	42			
Daniel M'Carron	45			To pilot vessels of 11 feet.
Patrick M'Laughlin	55			To pilot vessels of any draft.

SUPERNUMERARY PILOTS.

Edward Loughrey	aged 31	To pilot vessels of any draft.
James Smith	56	
John M'Laughlin	33	To pilot vessels of 12 feet, and steamers of any draft.
John O'Donnell	29	To pilot vessels of any draft.
Michael Loughrey	23	To pilot vessels of 12 feet.
John Loughrey	67	To pilot vessels of any draft.

RATES of PILOTAGE.—The Rates printed at p. 109 of Parl. Paper, No. 243 of 1861, are still in force.

PORT OF LONDONDERRY—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

ANCES which OTED.	BRITISH VESSELS.								FOREIGN VESSELS.								TOTALS.	
	COASTERS.				OVERSEA.				COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Londonderry -	634	741 7 7	130	155 3 6	10	23 14 -	40	93 15 8	-	- - -	-	- - -	11	19 11 6	52	124 2 3	877	1,182 14 6
Moville - -	5	2 7 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	5	2 7 6
Moville, being n mail steamers e weekly. Pay rage only.	-	- - -	-	- - -	111	248 7 7	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	111	248 7 7
TOTAL - - -	639	743 15 1	130	155 3 6	121	272 1 7	40	93 15 8	-	- - -	-	- - -	11	19 11 6	52	124 2 3	993	1,408 9 7

(2.)—OUTWARDS.

derry to Sea -	758	508 8 7	37	31 3 3	1	2 11 11	17	32 13 9	43	48 6 -	13	21 17 10	5	6 8 6	-	- - -	874	651 9 10
to Sea - -	5	1 10 6	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	-	- - -	5	1 10 6
TOTAL - - -	763	509 19 1	37	31 3 3	1	2 11 11	17	32 13 9	43	48 6 -	13	21 17 10	5	6 8 6	-	- - -	879	653 - 4

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.
unt of fees received from applicants censes and certificates - - - -	10	7	6
ant received as contribution to Super- ation or Widows' Fund - - -	60	-	-
s amount received - - - - - Inward pilotage	1,408	9	7
Outward pilotage	653	-	4
£.	2,131	17	5

Cr.	£.	s.	d.
By amount paid for salaries of secretary, clerk, and other officers - - - - - -	100	14	2
By amount paid for pensions or superannuations - - - - - - - - -	60	-	-
By amount received for licenses and certificates transferred to Harbour Commissioners -	10	7	6
By pilotage forfeited, transferred to Harbour Commissioners - - - - - -	-	12	1
By deductions for towage refunded - -	16	14	2
By pilotage refunded - - - - - -	29	10	-
By net inward pilotage paid to pilots - -	1,322	17	6
By net outward pilotage paid to pilots - -	591	2	-
£.	2,131	17	5

March 1866.

A. H. Stewart, Secretary.

PORT OF NEW ROSS.

REGULATIONS.—None beyond those contained in the Act of 1861.

RATES of PILOTAGE.

The Rates printed at p. 107 of Parl. Paper, No. 270 of 1862, are still in force.

NAMES of PILOTS.

See p. 88 of Parl. Paper, No. 243 of 1865.

PORT OF NEW ROSS—*continued.*

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amo
		£. s. d.		£. s. d.		£. s. d.		£.
From Cheekpoint to New Ross - - -	248	153 14 6	12	31 12 5	7	20 18 6	267	206

(2.)—OUTWARDS.

From New Ross to Cheekpoint - - -	248	149 2 –	12	27 16 –	7	20 18 6	267	197

Note.—No return can be given by the New Ross Port and Harbour Commissioners of the pilotage paid by vessels previous to their arrival at C point, which is the entrance to the Port of New Ross, inasmuch as same is paid to the Commissioners of the Port and Harbour of Waterford.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£.
To gross amount received for - - - - - { Inward pilotage	206 5 5	By amount paid for salaries of clerk and harbour master - - - - -	92 –
{ Outward pilotage	197 16 6	By amount paid for rent of offices, &c. - -	24 10
To amount received for income tax - -	4 13 3	By amount paid for or in respect of pilot boats, buoys, &c. - - - - - - -	14 6
By balance - - - - - - - -	5 17 9	By amount paid for pensions or superannuations - - - - - - -	20 –
		Rate collector - - - - - -	10 2
		Paid six pilots - - - - - -	253 14
£.	414 12 11	£.	414 12

12 January 1866.

James Kearns, Secretary

PORT OF NEWRY.

BYE-LAWS issued by the Newry Navigation Company.—Nil.

NAMES of PILOTS.

Henry Coffee - - - - aged 57	John Chesnut - - - - aged 49			
James Campbell - - - - 61	John M'Aver - - - - - 40			
William Cunningham - - - 46	Henry Townley - - - - 33			
Robert Miller - - - - - 33	William M'Bride - - - - 55	*Bar Pilots.*—Licensed for two yea		
Andrew Miller - - - - 56	Peter Mills - - - - - 50	11th October 1865.		
Patrick Rogers - - - - 50				
Edward George - - - - 58	Daniel Campbell - - - - 40			
Edward Morgan - - - - 53	John Williams (Commander) - - —			
Joseph Morton - - - aged 56	James Morton - - - aged 60			
John Toombs - - - - 52	James O'Neill - - - - 46			
Peter Cassily - - - - 57	Edward Toombs - - - - 26	*River Pilots.*—Licensed for two yea		
John Parks - - - - 53	James Irwin - - - - 47	1st January 1866.		
William Morton - - - - 54	John M'Ateer - - - - 32			

N.B.—Daniel Campbell only authorised to pilot fore and aft-rigged vessels, or vessels not fully square rigged, and dr not more than 12 feet water.

PORT OF NEWRY—*continued.*

RATES of PILOTAGE.

The Rates mentioned at p. 114, of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

information cannot be given as the pilotage is collected by the several pilots, who are scattered over a large extent of ast. The Acts do not render it imperative on vessels to take pilots; numbers, particularly regular traders, do not. lots are, moreover, engaged in other occupations, except when their services as pilots are signalled for; cases which t very irregular periods.

R. A. Plunkett, Clerk.

1 January 1866.

PORT OF SLIGO.

No information received.

PORT OF TRALEE.

BYE-LAWS issued by the Public Works Loan Commissioners.
The Bye-Laws printed at p. 113 of Parl. Paper, No. 243 of 1861, are still in force.

NAMES of PILOTS.

John Gallivan	aged 67	Richard Contillon	aged 71
Con. Crowley	54	John Crowley	43
Jerry Brassil	40	John Brien	26
Paddy Sullivan	53	Dennis Murphy	24
Patrick Crowley	54	Thomas Crowley	24

RATES of PILOTAGE.

The Rates mentioned at p. 116 of Parl. Paper, No. 287 of 1860, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.
Brandon and Kerry Heads to norage, and thence to Tralee n.	26	25 13 3	2	7 9 –	5	23 12 –	33	56 14 3

(2.)—OUTWARDS.

Tralee Basin to Samphire ds.	46	25 16 3	–	–	–	–	46	25 16 3

PORT OF TRALEE—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.
To amount received by pilots themselves from masters of vessels direct, there being no Pilotage Commissioners in the Port - -	142	5	9	Nil.	—	
£.	142	5	9		—	

2 February 1866. *William Hilliard*, Secretary

PORT OF WATERFORD.

BYE-LAWS and RATES of PILOTAGE issued by the Harbour Commissioners.—The Bye-Laws and Rates printed at pp. 269 270 of Parl. Paper, No. 516 of 1855, still remain in force, with the following addition:—

The Pilot Committee have ordered that no pilot shall make the lines, warps, or chains of a vessel fast to Water Bridge, its piles or other fittings. Penalty—The pilot shall, at least, forfeit his proportion of the vessel's pilotage (th fifths). There has been no other addition or change during 1865.

NAMES of PILOTS.

See p. 90 of Parl. Paper, No. 243 of 1865.—James Murphy, Benjamin Conn, Patrick Donnelly, and William Ken have ceased to act. John Kennedy, aged 24, and John Gloody, aged 24, have since been licensed.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

GROSS AMOUNT received for Inward Pilotage - - - - - £. 2,212. 15. 3.

(2.)—OUTWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTALS.	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amou
		£. s. d.		£. s. d.		£. s. d.		£. s
From Waterford to Cheekpoint - - -	7	2 13 8	–	- -	–	- -	7	2 13
From Waterford to Passage - - - -	965	560 1 2	–	- -	59	44 13 5	1,024	604 14
From Waterford to Hook Tower (Harbour's Mouth).	55	60 – –	16	24 4 –	22	30 2 7	93	114 6
From Passage to Hook Tower - - -	7	4 15 11	22	18 – 5	17	14 14 8	46	37 11
TOTAL - - -	1,034	627 10 9	38	42 4 5	98	89 10 8	1,170*	759 5

* Of the above 1,170 vessels, nine vessels, paying 3 *l.* 10 *s.* 8 *d.* of the 759 *l.* 5 *s.* 10 *d.* above stated, passed through Ross Harbour, and, it is bel had to pay pilotage to the New Ross Harbour Commissioners. Amount not known at the Ballast Office.

Note.—In the port of Waterford, British and Foreign Vessels pay alike, and vessels towed by steam pay as those not towed.

PORT OF WATERFORD—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

Dr.	£.	s.	d.	Cr.	£.	s.	d.
ount for { Inward pilotage	2,212	15	3	Pilots' proportion of pilotage earned	1,885	14	4
Outward pilotage	759	5	10	Salaries of pilot master and assistant	160	–	–
n bank account to 31st March 1865	6	9	5	Supplying boat and crew at Passage pilot station	105	–	–
tores sold	3	5	–	Office expenses at Dunmore and Passage	17	15	–
				Office expenses and other general charges at Waterford	185	5	–
				Pilot cutter expenses	221	14	9
				Allowances to four superannuated pilots	62	10	–
				Allowances to widows and orphans of pilots	181	15	–
				Gratuities towards funeral expenses of two pilots	2	–	–
				Life boat subscription	5	–	–
				Incidental expenses at Dunmore and Waterford	18	7	10
				Advertising	5	1	–
Receipt	2,981	15	6	Expenditure	2,850	2	11
due to Waterford Harbour Commissioners, 31st December 1865	1,309	11	11	Balance stated on last account as due to the Waterford Harbour Commissioners, 31st December 1864	1,441	4	6
£.	4,291	7	5	£.	4,291	7	5

January 1866. *John Farrell*, Secretary.

PORT OF WESTPORT.

BYE-LAWS.—Nil.

NAMES of PILOTS.

See p. 119 of Parl. Paper, No. 264 of 1863.

RATES of PILOTAGE.

The Rates printed at p. 272 of Parl. Paper, No. 516 of 1855, are still in force.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.						FOREIGN VESSELS.		TOTALS.	
	COASTERS.				OVERSEA.					
	Not Towed by Steam.		Towed by Steam.		Not Towed by Steam.		Not Towed by Steam.			
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
		£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
he Lighthouse of Inishto any place within the our of Westport	67	64 3 10	1	1 – 3	2	4 14 6	5	10 13 9	75	80 12 4

(2.)—OUTWARDS.

any place within the our of Westport to the house of Inishgort	67	64 3 10	1	1 – 3	2	4 14 6	5	10 13 9	75	80 12 4

Note.—No scale of Rates according to Distances.

PORT OF WESTPORT—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£.	s.	d.	*Cr.*	£.	s.
To amount received for fines and forfeitures -	5	–	–	By amount paid for salaries of pilots - -	107	14
To gross amount received for - - - - { Inward pilotage -	80	12	4	By 10 per cent. deducted from the gross amount of pilotage received, carried to the credit of the Harbour Commissioners -	16	2
{ Outward pilotage	80	12	4	By amount due the pilots to the 31st December 1865 - - - - - - -	37	7
				By fines inflicted on pilots to credit of Harbour Commissioners - - - -	5	–
£.	166	4	8	£.	166	4

18 January 1865. *James Pinkerton*, Secretary

PORT OF WEXFORD.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Commissioners.

The particulars given at p. 116 of Parl. Paper, No. 243 of 1861, are applicable to the present Return.

NAMES of PILOTS.

See p. 112 of Parl. Paper, No. 416 of 1864.

RATES of PILOTAGE.

See p. 120 of Parl. Paper, No. 264 of 1863.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES FOR WHICH PILOTED.	No.	Amount.
		£. s. d.
From Bay to Quay - - - - - - - - -	374	516 – 3

(2.)—OUTWARDS.

From Quay to Bay - - - - - - - - -	374	516 – 2

PORT OF WEXFORD—*continued.*

ACCOUNT of MONIES received and expended in respect of PILOTS and PILOTAGE.

	£.	s.	d.	*Cr.*	£.	s.	d.
brought from last account -	128	3	2	By amount paid for salaries of secretary, clerk and other officers - - -	37	16	5
received for fines and forfeitures	-	10	-	By amount paid for rent of offices, &c. -	-	10	-
ount received Inward pilotage	516	-	3	By amount paid for or in respect of pilot boats, buoys, &c. - - - - -	41	19	1
- - - Outward pilotage	516	-	2	By amount paid for pensions or superannuations - - - - - -	15	-	-
				By amount paid for pilots' wages - -	839	17	-
				By balance carried to next account - -	225	11	1
£.	1,160	13	7	£.	1,160	13	7

uary 1866. *William Gafney*, Treasurer.

PORTH CAWL.

BYE-LAWS and REGULATIONS.

No alteration since last Return.

RATES of PILOTAGE.

No alteration since last Return.

NAMES of PILOTS.

No alteration since last Return.

AMOUNT received for PILOTAGE of VESSELS in 1865.

No information can be given.

PORT OF AYR.

REGULATIONS and RATES of PILOTAGE issued by the Harbour Trustees.—The Regulations printed at pp. 95 and 96, a Rates at p. 96 of Parl. Paper, No. 5, Sess. 2, of 1857, are still in force.

NAMES of PILOTS.—*See* p. 85 of Parl. Paper, No. 416 of 1864.—Add the name of Robert Cuthbert, aged 38.

AMOUNT received for PILOTAGE of VESSELS in 1865.

(1.)—INWARDS.

DISTANCES for which PILOTED.	BRITISH VESSELS.				FOREIGN VESSELS.		TOTAL	
	COASTERS.		OVERSEA.					
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Am
		£. s. d.		£. s. d.		£. s. d.		£.
From the Bay to the Harbour - -	1,013	254 7 3	10	6 - 1	11	4 14 2½	1,034	265

(2.)—OUTWARDS.

From the Harbour to the Bay - -	1,052	268 - -	10	6 - 1	11	4 14 2½	1,073	278 1

Note.—The Rates of Pilotage are the same for vessels whether towed or not towed by steam, the distance being short and the rates small.

ACCOUNT of MONIES received and expended in respect of PILOTS or PILOTAGE.

Dr.	£. s. d.	*Cr.*	£.
Pilotage dues inwards - - - -	265 1 6½	Paid pilots - - - - -	324 1
Pilotage dues outwards - - - -	278 14 3½	New pilot boat, buoys, &c. - - -	20 1
£.	543 15 10	£.	345

PILOTAGE.

ABSTRACT

OF

RETURNS

RELATING TO

PILOTS AND PILOTAG

IN THE

UNITED KINGDOM,

(Year ending 31 December 1865).

In continuation of Parliamentary Paper, No. 243 of 186

(*Presented pursuant to Act of Parliament.*)

Ordered, by The House of Commons, *to be Printed,*
23 *July* 1866.

[*Price* 1 *s.* 2 *d.*]

433.

Under 12

BAKEHOUSES REGULATION ACT.

RETURN to an Address of The Honourable the House of Commons, dated 28th June 1866;—*for*,

"COPY of any REPORTS made to the Secretary of State by Mr. *Tremenheere* on the Operation of the BAKEHOUSES REGULATION ACT."

Whitehall, 3 July 1866.

H. WADDINGTON.

Mr. *Tremenheere* to Sir *George Grey*, Bart., M.P.

Offices of Children's Employment Commission (1862),
2, Victoria Street, Westminster,
6 July 1864.

Sir,

I HAVE the honour to forward to you, for your information, some statistics which I have collected, exhibiting the working of the Bakehouses Regulation Act (26 & 27 Vict. c. 40), which passed on the 13th July 1863.

While the Bill on which the Act was founded was in preparation, doubts were expressed as to whether the "local authority" as defined by the Local Government Acts, the Nuisances Removal Acts, and other Acts, would be in a position effectually to discharge the duty proposed to be laid upon them, of carrying the Act into execution.

The 6th section of the Act merely declares "that it shall be the duty" of the local authority to enforce, within their district, the provisions of the Act: it imposes no penalty for the neglect of that duty, but "in order to facilitate the enforcement of the Act," it empowers "any Officer of Health, Inspector of Nuisances, or other officer appointed by the local authority, to enter into any bakehouse at all times during the hours of baking to inspect the same, and examine whether it is or not in conformity with the provisions of the Act;" it imposes a penalty on any person refusing admission to the Inspector, or obstructing him in his examination; and it enables the local authority to defray all expenses incurred in pursuance of the provisions of the Act, out of any rates leviable by them and applicable to the payment of expenses incurred under the Nuisances Removal Acts.

As the recommendations I ventured to make in my report on the "Grievances complained of by the Journeymen Bakers," presented to Parliament, 3rd July 1862, were in the following year embodied in the present Act, I felt it incumbent upon me to make these enquiries; and I took care, in communicating with persons from whom I sought information, to apprise them that the application, although for a public purpose, emanated from myself alone.

The course I took in procuring this information was as follows:

I addressed a letter to the Secretary of the Metropolitan Association of the Medical Officers of Health (Dr. Buchanan the Medical Officer of Health for the District of St. Giles), and subsequently to the few medical Officers of Health in the Metropolis, not members of that Association, pointing out the nature of the information I wished to obtain. I also communicated by letter with the clerks to the Boards of Health of 30 towns in England, including all the principal and many of the smaller towns having upwards of 500 inhabitants, to which alone the Act applies; the result has been as follows:

1. Returns from the Medical Officers of Health of the Metropolis.

The Report of the Metropolitan Association of Medical Officers of Health for 1863-64, gives 46 Districts formed under the powers of the Metropolis Local Management Act; of these 12 are either entirely or almost entirely suburban districts, such as Lee, Lewisham, Charlton, Wandsworth, Streatham, Hampstead, and others. From these 12 I have no returns, nor were they of

 importance,

importance, as the grievances complained of by the journeymen bakers existed almost exclusively in the crowded districts of the Metropolis.

Of the remaining 34 districts, I have been favoured with full returns as to the working of the Act from 31. The other three are partly suburban, and, therefore, comparatively unimportant.

Table No. 1 gives at one view an abstract of all the most important points noticed in these 31 returns.

It will be observed that in all but a few instances a copy, or an abstract of the Act had been circulated by the officers of the local Board among all the bakers of the district, previously to the inspection. In some cases this had been done several months, in nearly all the others several weeks before the date of the inspection.

Yet, notwithstanding the ample notice of the intended inspection, and the consequent opportunity afforded to the bakers to take any needful steps towards cleansing or otherwise placing their bakehouses in the state required by the Act, the numbers found on inspection to require cleansing, limewashing, the removal of nuisances from within the bakehouse, or improved ventilation, was considerable, and it will be seen from the kind of defects enumerated, and which were removed, that they were all of a nature either to affect the health of the persons employed, or the purity of the bread made in such places, and in many cases both.

It is satisfactory to find that in the opinion of the medical officers of health, the time likely to be employed annually to maintain these improvements by the requisite inspection, will, in most cases, be of no great amount.

It will be seen from the three last columns of the Table (1.), that very few instances were found in which there were sleeping places within the bakehouse contrary to the Act, or youths under 16 believed to be employed within the prohibited hours of nine p.m. and six a.m. I attribute this to the fact, of which I have seen frequent mention in the portion of the press representing the baking trade, that the men themselves have felt a considerable interest in causing those provisions of the law to be at once put in force.

Result of inspection of bakehouses in towns.

Table No. 2. gives the results of the inspection of the bakehouses in several of the most important towns in England. It shows satisfactorily that in all the largest towns, Manchester, Salford, Liverpool, Birmingham, Bristol, Plymouth, Nottingham, York, the Act was at once complied with. In these cases also, although notices or abstracts of the Act had been circulated for some time previously to the inspection, many defects were discovered and remedied, and the bakehouses put into the condition as to cleanliness and other matters pointed out by the Act. The answers from the other towns, many of them containing large and crowded populations, show that the local authorities are fully alive to the requirements of the Act, and are not likely to allow them to be neglected.

I have asked for information relative to the working of the Act in Scotland and Ireland, but it has not yet reached me.

I have, &c.
(signed) *H. S. Tremenheere.*

The Right Hon. Sir George Grey, Bart., M. P.
&c. &c. &c.

DISTRICTS UNDER THE METROPOLIS LOCAL MANAGEMENT ACT.

DISTRICT.	Population in 1861.	Medical Officer of Health.	Number of Bake-houses in the District.	RESULTS OF INSPECTION.	Time likely to be Occupied Yearly by Inspection.	REMARKS.	Sleeping Rooms on the same Level as Bakehouse.	Youths Employed.	Youths Employed within the Prohibited Hours.
Holborn	46,317	Dr. S. Gibbon	54	Orders issued by Board of Works of district, 1 February 1864: 16 bakehouses to be cleaned and whitewashed. 8 to have drains repaired. 9 to have water laid on to closets. 1 to have a waterless offensive closet removed from centre of bakehouse. 1 to be re-floored. 4 to be ventilated. 3 to have better water receptacles. *N.B.*—The floor of one was "more than one foot deep in rotten refuse."	Inspection to be every three months.	At their first meeting after the passing of the Act, the Local Board directed a copy of the Act to be delivered to every baker. Report of inspection presented 1st February 1864, with details as to names and addresses of owners. Condition of bakehouses as to cleanliness, ventilation, cubic space; number, ages, and sexes of persons employed; hours of work; whether any youths under age were employed at night within the prohibited hours; whether Act violated in any other respect.	1; but the sanitary arrangements are in accordance with the Act.	14	none.
St. George-the-Martyr, Southwark.	55,510	Dr. Bateson	84	35 were in a cleanly state 49 were found to require various repairs, cleansing, &c.	Two weeks yearly by one inspector after the first year.	Abstract of the Act circulated among all the bakers of the district, 26th August 1863.	—	—	none.
All Saints, Poplar	41,632	Mr. S. K. Ellison	61	16 ordered to be limewashed 3 to have ceilings repaired. 2 to be ventilated. 1 to have watercloset enclosed. 2, drains to be trapped. 1, rabbits to be removed.	To be inspected every three months.	Abstract of Act circulated 2nd November 1863.	—	—	—
Bower Bromley, (Poplar Union).	35,667	Dr. T. Ansell	49	1, privy in bakehouse removed Several waterclosets too near bakehouse, removed. Drainage improved in many. Many ordered to be whitewashed.	—	Abstract of Act circulated 2nd November 1863.	none	—	1
Hackney	83,295	Dr. J. W. Tripe	96	4 ordered to be better drained 4, better ventilation ordered. 6, ceilings to be repaired.	Three days annually after the first year.	Abstract of Act circulated	none	—	—
Chelsea	63,439	Dr. A. W. Barclay.	80	18 reported as requiring cleansing 16 defective in drainage.	A short time yearly	Abstract of Act circulated 27th November 1863. Orders as to ventilation were required, deferred.	1 contrary to Act, ordered to be altered.	—	—
St. Margaret's and St. John's, Westminster.	67,676	Mr. B. Holt	59	10 to be whitewashed. 2 to be ventilated. 3, sinks to be trapped. 1, ceiling and wall to be repaired.	Condition of bakehouses generally good. No extra time required for inspection.	Report of the medical officer of health made to Board of Works of Westminster district, and nearly all that was ordered, completed before the end of August 1863.	—	—	-

TABLE No. 1.—DISTRICTS UNDER THE METROPOLIS LOCAL MANAGEMENT ACT—*continued.*

DISTRICT.	Population in 1861.	Medical Officer of Health.	Number of Bake-houses in the District.	RESULTS OF INSPECTION.	Time likely to be Occupied Yearly by Inspection.	REMARKS.	Sleeping Rooms on the same Level as Bakehouse.	Youths Employed.	Youths Employed within the Prohibited Hours.
City of London -	East London Union, 41,282 West London Union, 26,739 City of London Union, 46,451 TOTAL - - 114,472	Dr. H. Letheby, M.B., M.A.	141	51 "in a filthy condition, nearly all in the eastern district." 4, ventilation imperfect. Orders made for sanitary improvements in all the above.	Inspectors instructed by medical officer of health to visit bake-houses once a month.	Abstract of Act circulated immediately after Act passed, by order of the Honourable Commissioners of Sewers of the City of London. Report made 31st October 1863.	1 contrary to Act	23	None.
Southwark, St. Olave's District, including St. Thomas and St. John.	19,056	Dr. J. Northcote	6	14 ordered to be improved in cleanliness and whitewashed. 13, ventilation very imperfect. 1 had an uncovered dustheap in it.	Frequent inspection will be required.	A copy of the Act sent to all the bakers. Ventilating shaft should be used, not subject to the men's control.	2 sleeping places contrary to Act.	- -	None.
St. George's-in-the-East.	48,383	Mr. J. H. Freeman	54	- - - - -	3 days per month -	Notice of Act circulated 24th September 1863. 2 bakers summoned for refusing to comply with orders.	—	—	—
Mile End Old Town.	76,825	Mr. J. H. Freeman	105	11 had open cesspools, "most of them foul and offensive." 41 had waterclosets without water supply. Most of the bakehouses had been recently limewashed, but some were dirty, and will require frequent inspection.	- - -	Notice of Act circulated 17th August 1863.	- - -	20	—
Lambeth - -	162,044	Dr. G. Puckle, M.D.	203	111 required improvement, "all of which have been put into a proper condition." 70 were dirty. 27 others required ceiling cleansed. A few required improved ventilation.	Occasional inspection necessary.	Notice of Act circulated October 1863	1	37, and 1 woman.	2
St. Giles - -	54,049	Dr. G. Buchanan	56	24 required limewashing - - - 4 were otherwise dirty. 10 injudiciously or badly ventilated. 4 had bad drains. 12 very dark.	4 or 5 days per quarter.	- - - - -	3	11	—
St. Luke's - -	57,073	Dr. F. W. Pavy, F.R.S.	60	Few sanitary improvements required -	1 week yearly - -	Notice of Act circulated 8th September 1863.	—	—	—
St. Marylebone -	161,680	Dr. R. Dundas Thompson.	216	No special report yet (May 1864) -	About a fortnight yearly.	Notice of Act circulated August 1863	—	—	—
Limehouse, including Ratcliff, Shadwell, Wapping.	55,629	Mr. Thos. Orton	62	1 had a cesspool close to bakehouse. All the rest "in a legal satisfactory condition."	3 weeks - - -	Notice of Act circulated 3d October 1863.	—	—	—
Whitechapel -	78,970	Mr. John Liddle	84	7 required limewashing - - - 2 required improved ventilation. 1 had a cesspool close to bakehouse. 1 had offensive and untrapped drain in the bakehouse.	4 days in each quarter	Notice circulated (in date). Report made 2d April 1864.	—	—	—

St. George, Hanover-square.	-	(1864)	Druitt.		would have been done shortly 8 had floors out of repair. 8 required improved ventilation. 2 "incapable of improvement." 11 had drains which permitted the "escape of sewer air into the bakehouse." 2 cases of nuisance from dirty habits.			Again in October 1863. Copy of Act distributed since the inspection. Act to be carried out by the sanitary committee of the vestry.	8 partitioned off as Act directs, but ill-ventilated. 3 over the bakehouse, and ill-ventilated.		
Fulham - -	-	40,058 -	Mr. F. J. Burge	63	—		—	—	—	—	—
St. Martin's-in-the-Fields.	-	22,869 -	Mr. L. W. Beale	9	1 required cleansing and removal of closet		—	—	—	—	—
Islington - -	-	179,826 -	Dr. Edw. Ballard	–	No inspection. "Sanitary staff inadequate, and too much occupied with other duties."		—	—	—	—	—
St. Mary, Newington.	-	22,220 -	Dr. Wm. Tiffin Smith.	–	Instruction of vestry to inspect, issued 18th February 1864.	- - -		Notice of Act circulated October 1863	—	—	—
Eltham - -	-	2,865 -	Dr. D. King -	3	None inspected - - - - - -		—	—	—	—	—
St. Saviour's, Southwark.	-	36,026 .	Mr. R. Bianchi	33	12 required limewashing - - - - - - 1 required ventilation.			- - - - - -	1 close to bakehouse, and entirely without ventilation.	—	—
Camberwell -	-	71,489 -	Dr. Bristowe	80	28 were "more or less dirty" - - - - - 2 had defective privies, or adjoining bakehouse.			- - - - - -	1 removed just previously to inspection.	—	—
Bermondsey -	-	55,355 -	Dr. Parker -	82	68 required limewashing or painting; of these 14 are described as very dirty, and 3 as covered with cobwebs. 39 had defective drainage; of these 27 had untrapped sinks or other cesspools close to the bakehouse; 12 had privies or waterclosets in the bakehouse; some with no external ventilation, "filthy, and very offensive." 5 had fowls, ducks, or pigs kept close to the bakehouse. 12 had defective ventilation. In one "a stable and some dung was in close proximity to the bakehouse." In one the drying of dyed hair and "the baking of bread was carried on alternately in the same oven." 30 had no dust-bin. 10 had the coals on the floor of the bakehouse "not parted off."			Inspection, January 1864.	—	—	—
St. James, Westminster.	-	35,324 -	Dr. Lankester -	–	—		—	—	—	—	—
Bethnal Green -	-	104,905 -	Mr. Thos. Jarvis	–	—		—	—	—	—	—
Fulham - -	-	40,042 -	Mr. F. Burge -	–	—		—	—	—	—	—

RESULTS of the INSPECTION of BAKEHOUSES under the Bakehouses Regulation Act, 26 & 27 Vict. c. 40, 1863.

TABLE No. 2.

LARGE TOWNS.

TOWN OR CITY.	Medical Officer of Health, or Town Clerk.	Number of Bakehouses.	Results of Inspection.	REMARKS.
Manchester - -	Mr. J. Herson, town clerk.	362 -	98 required cleansing and limewashing. 20 required improved ventilation.	Notice of Act, circulated 4th D cember 1863. The chief constable and the two i spectors of lodging houses a pointed to enforce compliance wi the Act. Second visits in progress, accura register kept of the state of ea bakehouse.
Salford, including Pendleton, Broughton.	Mr. G. Brett, town clerk.	Salford - - 87 Pendleton - 27 Broughton - 2 116	15 required various alterations - In good condition, Salford - 51 Ditto - ditto Pendleton 10 Ditto - ditto Broughton 2 72 Not in good condition - 44 116	Notice of Act circulated Janua 1864. Report of sanitary inspector to Loc Board, received 21st April 1864. 77 bakehouses in cellars.
Birmingham - -	Mr. Thomas Standbridge, town clerk.	- 432 -	106 required limewashing; some few also in a bad state, as regards cleanliness and sanitary arrangements.	Notice of Act circulated previous inspection. Act enforced by chi sanitary inspector, and for san tary inspectors under borou inspection committee. 32 bak houses underground.
	Mr. Charles C. Whiteford, town clerk.	- 128 -	18 were in a defective state (all defects remedied).	Notice of Act circulated August 186 Act enforced by sanitary committe
Nottingham - -	Mr. William Enfield, town clerk.	- 107 -	A few required improvement in cleanliness and ventilation.	Copy of Act circulated April 1863.
York - - -	Mr. J. Wilkinson -	- 17 -	All had complied with the Act - All in a cleanly state, and with sufficient means of ventilation.	Inspection made by inspector nuisances by order of health co mittee. Custom general for householders bake their own bread.
Bristol - - -	Mr. J. G. Heaven -	- 206 -	In several cleansing and whitewashing required.	Men employed - - - 31 Boys employed - - - 8 Females employed - - - 3 39
Liverpool - - -	Dr. French - -	- - -	All inspected, and were found defective, the defects were rectified. Some of the bakehouses are inspected daily, and an additional officer has been appointed for night inspection.	Abstract of Act circulated Novemb 1863.

ANSWERS to Applications for Information from the following Towns :—

Brighton - - "Attention to inspection of nuisances called by the Act by the Sanitary Committee."
Ipswich - - - "Act to be specially brought to the notice of the Local Board."
Carlisle - - - "Act will shortly, doubtless, be enforced.
Leicester - - "Officer of health be requested to report."
Wakefield - - "Inspection of nuisances has been instructed to inspect."
Shrewsbury - - "Bakehouses under supervision of inspector of nuisances; no complaints."
Penzance - - "Notice of Act issued by Local Board."
Derby - - - "Estimated number of bakehouses, 60. Act will doubtless be enforced, when brought to the notice of the Local Board."
Norwich - - "Act brought to the notice of the sanitary committee; inspector awaits instructions."
Bradford - - "Very few public bakehouses in the town; custom general to bake in private houses."
Leeds - - - Ditto - - ditto - ditto - - ditto - - ditto.
Huddersfield - - "Act not put into operation."
Preston - - Ditto - - ditto.
Coventry - - Ditto - - ditto.
Cheltenham - - Ditto - - ditto.
Gloucester - - Ditto - - ditto.

Mr. *Tremenheere* to Mr. *H. Waddington.*

Office of Children's Employment Commission (1862),
2, Victoria-street, Westminster, S. W.,
1 March 1865.

Sir,

I HAVE the honour to acknowledge the receipt of your letter of 22nd December last, in which, referring to my letter of the 6th July last, and its Enclosures respecting the operation of the Bakehouses Regulation Act, you state that you were directed by Secretary Sir George Grey to transmit to me a Memorial from journeymen bakers, and documents in explanation and support of their statements, and to request that, if I could do so, I would ascertain how far the complaints made by these men were well-founded. The Memorial in question is on behalf of "the Operative Bakers' Vigilance Committee," and is signed by John Bennett, chairman, Henry Webb, vice-chairman, and William Henry Pigeon, secretary *pro tem.* After stating in its preamble that the "Act for the Regulation of Bakehouses" is calculated to confer an immense boon upon the entire body of operative bakers, and upon those dependent upon them for support, and likewise, in a sanitary point of view, to be a great advantage to the public, as well as to master bakers, "and that it is an Act almost as important as the Factories Act, and others of that class," the allegations of the Memorial (which it will be convenient that I should arrange under distinct heads) are as follows:—

1. That the Act is permitted by the local authorities of the Metropolis to remain in abeyance.

2. That in the majority of parishes the Act has been totally unheeded.

3. That in hundreds of the bakehouses of the Metropolis youths under 18 years of age are still employed by night.

4. That in all parts of London and its environs, sleeping in the bakehouses is still commonly practised.

5. That a vast number of bakehouses are still in such a filthy condition as to be totally unfit places in which to manufacture the staple food of the public.

6. That in the only part of the Metropolis where the Act has been enforced in its entirety (Islington) the appointed inspector has been withdrawn.

7. That in other parishes portions only of the Act have been enforced.

The document in support of these allegations, forwarded to me with the Memorial, contained particular accusations against the state of certain bakehouses in 10 districts of the Metropolis, namely, in—

Islington.	St. George-the-Martyr, Southwark.
The City of London.	Paddington.
Marylebone.	The Strand.
St. James, Westminster.	St. Martin's-in-the-Fields.
Lambeth.	St. George, Hanover-square.

In furtherance of the desire of Secretary Sir George Grey that I should endeavour to ascertain how far these complaints were correct, I forthwith addressed letters to the vestry clerks of the respective districts, begging them to lay my letter before the Board of Health of the district, with the request that the medical officer of health might be directed to make enquiry as to the state of the bakehouses in which the alleged neglect of the Act existed, a list of which bakehouses, extracted from that accompanying the Memorial, I also enclosed. I have now received the last of the answers to my letters to the vestry clerks of these districts. The whole of the answers are entirely satisfactory, and show that the committee representing the Association of Operative Bakers, in forwarding these complaints, acted under a very imperfect knowledge of the facts.

The answers which I have received from the sanitary Boards of the districts inculpated are to the following effect:—

Islington.

The principal complaint of the Operative Bakers' Vigilance Committee was directed against the sanitary Board of this district. A list of 25 bakehouses was given, in which it was alleged that the provisions of the Act had not been carried out. It was added, that although Islington was the only district in which an inspector had been specially appointed for the purposes of the Act, his appointment had been cancelled, and that the state of the bakehouses named in the list was referable to that circumstance.

Dr. Ballard, the medical officer of health for this district, informs me that the facts are the following:

First, that with regard to these 25 bakehouses, the whole of them had been inspected and reported upon in the course of the inspection, which was commenced in August last, and various orders were made by the sanitary Board, directing all such improvements and clearings as were found necessary to satisfy the requirements of the Act.

The orders of the Board had all been executed at the time of the receipt of my letter, with one exception, which is still in progress.

Secondly, that in August 1864, an inspector was appointed for a period of two months, for this especial purpose. That time not having been found sufficient, in consequence of the large number of bakehouses which, on the first occasion of an inspection of this kind required more than one visit, and in consequence of the need of seeing that promises to cleanse and improve had been fulfilled and orders carried into effect, the appointment was renewed for another month.

Dr. Ballard adds, that the 25 bakehouses on this list were by no means the worst cases met with in the course of the inspection; and that in all cases where it was found necessary, orders for various improvements were made by the sanitary Board, and care has been and is taken to see that those orders are carried into effect.

The steps thus taken by the Islington Vestry and Board of Health with the view of fulfilling the duty cast upon them by the Act of Parliament, were indeed not so prompt as those adopted by nearly all the other districts of the metropolis, inasmuch as they were deferred until upwards of a year after the Act came in force (July 1865); but they are far from leading to the inference that the vestry is disposed to neglect this duty for the future. They afford, on the contrary, a presumption that in due course the regular and periodical inspection of the bakehouses in this district will be effectually provided for, in the manner which may seem to the vestry most suitable.

The Islington district is, according to the facts communicated to me by Dr. Ballard, and those to be gathered from the annual reports of their sanitary Board, are of a somewhat exceptional nature. It contains at present an estimated population of 185,000, being nearly the largest single district in the metropolis. Its rate of increase was, at the last census, higher than any other. Its area is very large, being upwards of three miles long, with an average breadth of about two miles. The proportion of its poor population, and, as a consequence, the number of houses let out in separate apartments and requiring the sanitary inspection of the officers of health, is very large. For the regular sanitary inspection of this extensive and important district there are, a medical officer of health and two inspectors. Their time and attention are greatly occupied by the duties of house inspection, which are of greater importance to the ratepayers in general than their other duties of inspection. Those other duties have, in consequence of the size and increased population of the district, required from year to year more of their time, the effect of which upon the work of house inspection is shown by the following figures:

The number of houses let out in separate rooms and inspected were:—

In 1860	1,705
In 1861	1,457
In 1862	723
In 1863	756

It is stated by Dr. Ballard, in his Sanitary Report on the Condition of the Islington

Islington District for 1863, that " landlords of such property as this will rarely do anything out of consideration for the health or lives of their tenants; compulsion alone will extort amendments." And in the report of the previous year he observed, that " In the poorer neighbourhood, where the visits of the inspectors are principally required, it commonly happens that only a short time elapses before interference again becomes necessary in the interest of the health of the inhabitants." The great diminution, therefore, of the house inspection above shown is obviously a circumstance calculated to attract the attention of those whose interests, both as regards the increase of the rates inevitably arising out of the spread of disease among the lower classes of the population, and as regards the general health of the district, are so nearly involved, and to dispose them to some more effectual arrangements for the fulfilment of the general duties of inspection in their district.

Dr. Ballard informed me that the bakehouses in the district are 192, the cowhouses 80, and the slaughterhouses 120; that the two latter had much increased in number within the last few years; that in many instances they required frequent inspection; and that being, together with the bakehouses, scattered over so wide an area, they consumed a large portion of the inspector's time in going from one to another.

The state of the bakehouses, as found upon the inspection in August and September 1864, is thus described by Dr. Ballard (on the report of the temporary inspector, Mr. Godbold), in his Sanitary Report on the Islington District for September 1864:

" 1. Of the 192 bakehouses, 72, or more than a third, are stated to be dirty; some very dirty. In many more, not thus returned as generally unclean, the walls and ceilings are described as dirty or dilapidated; in one, besides an accumulation of rubbish, a horse was kept in the bakehouse.

" 2. In 51 the paving or flooring was broken, or in bad condition. In one a defective drain ran beneath the bakehouse, at the spot where the man stood to work at the trough, and the soil rose between the stones as they were stepped upon.

" In three the floor was undermined by rats, a pretty sure indication of foul effluvia. In one the walls were damp from leakage from a neighbouring drain.

" 3. Seven were without any means of ventilation whatever. In the rest the ventilation varied from excellent to very imperfect.

" 4. In three there was no proper sulphur flue.

" 5. In three a framed privy, without proper water supply, or very dirty, was situated on the same level as the bakehouse, and near enough to introduce foul effluvia into it. In three other instances the privy was within the bakehouse itself; in one of these there was neither pan nor trap, the privy consisting of a bar of wood over an opening in the drain.

" 6. In two the storeroom was dirty; in one of these there was also a stench from a drain.

" 7. Twenty instances were discovered in which the bakehouse was used as a sleeping place; the custom where this was found being to admit the men some hours before the time for commencing work, so as not to disturb the master for the purpose of letting them in. In one of these instances the air was liable to be especially foul by the absence of a sulphur flue, and in another by the privy being within the bakehouse.

" 8. In two instances the sleeping-place for the workmen was a few inches below the level of the bakehouse; in one of these the sleeping-place was without any means of ventilation.

" 9. In five instances the men slept in the loft over the bakehouse and furnace, a very hot place. In one of these the man informed Mr. Godbold that the boards were so hot at times that he could scarcely stand upon them, and that the place, in consequence of the heat, was swarming with bugs. One of these sleeping-lofts was the medium through which along the hot air and steam from the bakehouse could escape.

"10. In two instances, sleeping-rooms on a level with the bakehouse were not ventilated by windows, opening to the extent required by the statute.

"11. Mr. Godbold, in his night-visits, did not discover any youths under 18 years of age (apparently) at work.

"12. There are 15 establishments where it is stated that the business is conducted without night-work."

It is plain that bakehouses found in the state in which many of the above are described to have been, will be liable to fall back very soon into their original state, when their owners are aware that they are not likely to be again visited by an inspector for some months to come.

The inspection of places of trade (bakehouses, cowhouses, and slaughter-houses) involves special questions, different from those belonging to house-inspection; and it would be of advantage to the local authority that the inspector entrusted with these duties should obtain the special knowledge and experience required for nightly discharging them.

It may, I venture to believe, be reasonably anticipated that it will be seen to be desirable, in a district so large as Islington, to render the bakehouses liable to frequent and unexpected inspection, as is already the case with the cow-houses and slaughter houses; and by enabling an inspector to concentrate his attention upon them, to obtain more satisfactory results: while the other two inspectors being relieved from that portion of their duties, would be able to give their undivided attention to the house inspection, on the effectual discharge of which duty the health of the inhabitants so much depends.

The effect of enabling the two present inspectors to give their time to house-inspection, would be to bring up the number of houses inspected to that of four years ago, as above shown; in other words, to add nearly 1,000 to the number annually inspected.

Considering the description given by Dr. Ballard, in his Sanitary Report for 1863, of the nature of these houses, and of the numerous sources of disease prevalent and engendered in them, it cannot admit of a doubt that the systematic and vigorous inspection of 1,000 more houses with the consequent removal of causes of disease, would prevent burdens falling on the rates far greater than the salary of another inspector, which is, I believe, about 50 *l.* a year.

City of London.

The medical officer of health reports that immediately on receiving any letter he visited the bakehouses named in the list forwarded, and found that "the complaints respecting them were unfounded and that all the provisions of the Act of Parliament were complied with." Immediately on the Act coming into operation a special inspection had been continued every six months, and many improvements effected.

Marylebone.

In the bakehouses of which complaint was made the Act was found to be complied with, except in one instance, in which a man "sometimes slept in a vault adjoining the bakehouse." An order was issued by the vestry that this should be discontinued and that the bakehouse should be limewashed.

St. James, Westminster.

The vestry clerk reports on the authority of the medical officer of health that the complaints "enumerated in detail in the list forwarded by the Committee of Operative Bakers were found on immediate inquiry to be totally void of foundation."

Lambeth.

The statement of the medical officer of health of this district is, that on receiving my letter he immediately visited the bakehouses named in the list forwarded by the men, but found the Act complied with in all respects. But in order to ascertain whether the particular clause in the Act, the non-observance of which was therein referred to, namely, that relating to the employment of youths under 18 at night, was neglected in other bakehouses, additional inquiry was

was instituted, and it was found that "at two places youths under 18 were at work between 9 p.m. and 5 a.m., contrary to the Act, viz., at the Aerated Bread Company's premises, Westminster Bridge-road, and also at their premises in Kennington Park; summonses were thereupon taken out, and the agents of the company convicted."

St. George-the-Martyr, Southwark.

The medical officer of health for the district states that a systematic periodical inspection of the bakehouses has been made from the time the Act passed, and that the reports thereon show a marked improvement in the general condition of the bakehouses, in consequence of the notices requiring compliance with the enactment, which have from time to time been given under the authority of the vestry; also that the defects named in the premises mentioned in the list forwarded do not exist, nor do the men sleep in the bakehouses named, contrary to the Act.

Paddington.

The bakehouses complained of have been recently cleaned, and properly ventilated.

Strand.

The clerk to the Sanitary Board reports, that "the Board has enforced the Bakehouses Regulation Act throughout the district, and continues to exercise a vigilant surveillance over the bakehouses."

St. Martin's-in-the-Fields.

The vestry clerk reports, that the medical officer of health inspected the whole of the bakehouses in the parish, and reports that the provisions of the Act had been complied with in the whole of them, with the exception of the two named in the list, in regard to which notices had been served, calling upon the occupiers to discontinue the use of rooms used as sleeping places, contrary to the Act.

St. George, Hanover Square.

The medical officers of health state that the premises complained of in this district have been carefully and minutely examined, and that the defects specified were found not to exist, except in one particular in which a small deviation from the requirements of the Act was discovered in a window in a sleeping-place which was slightly too small, and which was directed to be made in conformity with the Act.

The answers, therefore, from these ten districts in question satisfactorily show that the allegations in the memorial respecting them were not correct. Three more bakehouses were named in the list; but as there was some mistake in the designation, I have no answers respecting them.

But the assertions in the Memorial do not confine themselves to those 10 districts only. The statements in it, which I have numbered 1, 2, 3, 4, and 7 (pages 2, 3) involve the local authorities of the whole of the Metropolis in the same accusation.

Inquiries which I have made enable me to present, in regard to all these statements, an equally satisfactory answer.

In the first paragraph of this letter reference is made to a letter which I had the honour to address to Secretary Sir George Grey, on the 7th July last.

In that letter I acquainted Sir George Grey that I had taken some pains to ascertain how the Bakehouse Regulation Act, which had then been a year in operation, was working

I informed Sir George Grey that I was induced to make the inquiry, in consequence of certain doubts which had been expressed while the Bill (founded on my Report to Parliament on the grievances of the journeymen bakers) was under consideration. The doubts expressed were whether, if the Bill became law, its provisions would be effectually carried out by the local authority on whom the duty was imposed.

I obtained the information I sought for chiefly through the secretary of the

Metropolitan Association of the Medical Officers of Health, and from the reports presented by those officers to the Sanitary Boards of their respective districts. And I took care, in addressing those gentlemen, and others from whom I sought information, to say that I made the application for a public purpose, but that it emanated from myself alone.

Of the 46 districts formed under the powers of the Metropolis Local Management Act, 12 are either entirely, or almost entirely, suburban; from these the returns are of comparatively slight importance, as the grievances complained of by the journeyman bakers existed almost exclusively in the crowded parts of the metropolis, and other towns.

Of the remaining 34 districts, I was favoured with full returns as to the working of the Act from 32. The other two are partly suburban, and not important.

In Tables 1 and 2, accompanying my letter of 7th July, I gave the statistics deduced from those returns; the first relating to the metropolis, the second to 24 of the largest towns in the kingdom. Table 1 shows the following facts:

1. In all but a few instances, a copy or an abstract of the Act had been circulated by the officers of the local Board among all the bakers of the district.

Notwithstanding this notice of the intended inspection, and the consequent opportunity afforded to cleanse these bakehouses, and otherwise to place them in the state required by the Act, the number found on inspection to require cleansing, limewashing, the removal of nuisances within the bakehouses, or improved ventilation, was very considerable.

In Table 1, I specified, by extracts from the reports, the particular defects which were found to want correction. They are all of the same nature as those enumerated above in the report of the Islington bakehouses; but in some instances the details were of a much more repulsive kind.

The returns not being on any uniform plan, and many being descriptive, and not expressing the results in figures, I am only able to give an exact view of the amendments which were found to be required in 17 of the districts. In these 17 districts (comprising nearly all the most populous ones both of the east and west of London), there were found to be 1,365 bakehouses, and in these, 956 defects of various kinds were discovered of the nature above mentioned, and were directed by the inspectors to be remedied, in order to bring them into conformity with the Act.

The descriptions given of the remaining 634, making together the 1,999 included in the whole returns, showed that at least a similar ratio existed in them between their number and the number of impurities and defects requiring to be remedied. If 500 bakehouses be added for the 12 suburban districts above referred to, this would make up the entire number of "about 2,500" bakehouses, estimated at p. 13 of my Report to Parliament in 1862, as being within the parishes and districts under the Metropolis Local Management Act.

2. In the opinion of the medical officer of health, the time likely to be employed annually to maintain the improvements effected would seldom amount to more than a few weeks.

3. Very few instances were found in which there were sleeping places within the bakehouses contrary to the Act, or youths under 18 employed between the prohibited hours of 9 p.m. and 6 a.m. I attributed this to the fact, of which I have observed frequent notice in the portion of the press representing the baking trade, that the men themselves feel a considerable interest in causing these clauses of the Act to be observed by their employers.

I venture to say that the manner in which the local authorities of the various districts of the metropolis instituted and carried into effect this first inspection under the Bakehouses Regulation Act is very creditable to them, and to the medical officers of health and their inspectors, on whom the detail of the duty has especially devolved.

Yet that this inspection has been made appears to have been totally unknown to the operative bakers generally, and to the committees representing them.

On the 24th October last, a deputation of 12 members of the committee of "The

"The Amalgamated Union of Operative Bakers," with their secretary, Mr. J. Rose, sought an interview with me, in which they stated that to the best of their knowledge and belief the Bakehouse Regulation Act had not been put in force anywhere in London, except in Islington; and that Islington was the only parish in which any special report on the bakehouses had been made, or in which the defects discovered were ordered to be remedied. The deputation represented, as they stated, the districts of St. George, Hanover-square, Bayswater and Nottinghill, Chelsea, Kensington, St. Luke's, Shoreditch, Hammersmith, Bloomsbury, Islington, St. Luke's, St. John's Wood, and the City of London.

I showed them the table which I had completed four months previously, from information derived from nearly all the metropolitan districts, as above mentioned, and I read to them portions of the letter of 7th July, in which I had had the honour of communicating to Sir George Grey the substance of the facts collected.

On the 25th October, the secretary of "The Operative Bakers Vigilance Committee" (from which the memorial to Sir George Grey, now under review, emanated) addressed to me a letter, expressing the same opinion as to that entertained by the deputation above-named, namely, that "the provisions of the Bakehouses Regulation Act had, up to the present time, been applied in only one parish of the Metropolis, namely, Islington."

A subsequent letter, dated 2nd November, added, that the "vigilance committee" in question "represented about 13,000 operative bakers, totally unconnected with the Amalgamated Union."

Subsequently the committee had an interview with Secretary Sir George Grey, and forwarded their memorial to him on 3rd December.

I can only attribute the fact of such large numbers of the operative bakers in London, and their usually well-informed representatives chosen from among themselves, being in entire ignorance of the steps taken throughout the Metropolis to enforce the Act in which they feel an especial interest, to the circumstance that the sanitary reports of the medical officer of health to the local authorities do not obtain any wide circulation, and that their contents are not generally noticed in the local papers.

Their remaining in ignorance of what has been done in this respect leads to unjust inferences regarding the action of the local Boards, and to a feeling of disappointment among themselves.

I may be permitted to add, that after bringing the facts detailed in the Table above named to the notice of the deputation, which did me the honour of waiting upon me, I informed them that, considering the attention which the local authorities of the Metropolis had given to carrying the Act into effect, and the zeal manifested by the Medical Officers of Health and the Inspectors, as shown by their detailed and careful reports, it was to be inferred that if any instances in which the requirements of the Act were neglected were brought to the notice of the vestry clerk of any district, to be laid before the Sanitary Board, immediate attention would be given to see if the Act was carried out.

I am glad to be able to quote, from the letter addressed to me by the clerk of the Sanitary Committee of the District of St. George, Hanover-square, the following passage:

"In conclusion, I am further directed to inform you, that a letter was read to the committee in November last, from Mr. Cummings, of No. 24, James-street, Manchester-square, on behalf of the 'Amalgamated Union of Journeymen Bakers,' stating that complaints have been made of the inefficient enforcement of the Act, and requesting the Committee to take steps to prevent the recurrence of the complaints. The committee, in reply, informed that gentleman, for the information of the union, that they would be most happy to consider any particular complaint they may make, with a view of, if possible, taking proceedings in the matter."

There is every reason to believe that the other sanitary Boards in the Metropolis would receive in the same spirit any authentic information which any persons interested in the enforcement of the Act might think proper to furnish them with, and would act upon it without delay.

I have, &c.

H. Waddington, Esq.,
Home Office.

(signed) *H. Seymour Tremenheere.*

Mr. *Tremenheere* to Sir *George Grey*, Bart., M.P.

Office of Children's Employment Commission (1862),
Sir, 2, Victoria-street, 18 June 1866.

1. In compliance with the request communicated to me by a letter from Mr. Waddington, dated 5th April last, with reference to my reports, dated the 6th July 1864 and the 1st March 1865, that I should furnish you with any information I might be able to obtain as to the operation of the Bakehouses Regulation Act since the latter date, and also as to its operation in Scotland and Ireland, I have the honour to forward abstracts of the results of my inquiries contained in Tables 1, 2, 3, and 4.

2. With the view of obtaining the information required from the most authentic sources, I addressed circular letters, immediately after the receipt of your letter of the 5th April, to the medical officers of health of the metropolis: to the medical officers of health or the town clerks, or clerks to the local Boards of 20 of the largest towns in England; to the medical officers of health or town clerks of 20 of the largest towns in Scotland; and to the same officers of 20 of the largest towns in Ireland. In that circular letter I stated that I sought for the information by direction of the Secretary of State, and that I should feel obliged if the person addressed would furnish me with a copy of any report that had been made to the local authority upon the operation of the Bakehouses Regulation Act since the 1st March 1865:

1. Returns or Answers from the Medical Officers of Health of the Metropolis.

3. In my report of 6th July 1864, p. ii., I showed that, of the 46 districts formed under the Metropolis Local Management Act, 16 were either entirely or almost entirely suburban. From these I received no returns. The 30 districts which favoured me with their returns were those from which it was most important to receive them, inasmuch as they are the most densely peopled districts of the metropolis, where, as a rule, the dirtiest and most neglected bakehouses had been found, and where the grievances of which the journeymen bakers had complained were most abundant.

4. Of these 30 I have received, on the present occasion, answers or returns from 23. The seven which have sent no answer are St. Marylebone; the Strand; St. Martin-in-the-Fields; St. Margaret's and St. John, Westminster; Limehouse; St. Luke's; and Poplar, South District.

5. In nine out of the 23 districts which have answered my inquiries, periodical inspections have been continued with a very satisfactory result. The column of Table I., giving an abstract of "the results of inspection," shows how greatly in many cases it is needed, and what beneficial effects must follow not only to the health and comfort of the workpeople, but in regard to the cleanliness and purity of the bread.

6. From the remaining four districts, Islington; Bethnal Green; St. Mary, Rotherhithe; and St. Luke, Chelsea; the answer is that no inspection has taken place, or no report has been made since 1st March 1865.

7. I beg leave to direct your particular attention to the case of Islington.

8. In my report to you of 1st March 1865, I had the honour to inform you, on the authority of the Medical Officer of Health for the Islington district, Dr. Ballard, that that district contains a population, estimated in 1865, at 185,000, being the largest single district in the metropolis; that its area is very large, being upwards of three miles long with an average breadth of about two miles; that the proportion of its poor population, and as a consequence, the number of houses let out in separate apartments, and requiring the sanitary inspection of the officers of health is also very large; that their time and attention were greatly occupied by the duties of house inspection, and that consequently they had been unable to perform their other duties, especially that of the inspection of bakehouses.

9. Dr. Ballard, in his answer to me, dated 16th April 1866, states that "no inspection

inspection of bakehouses has been made, and no steps have been taken in regard to them" since the date of my report to you of last year.

10. The bakehouses in Islington were, last year, as Dr. Ballard informed me, 192. They were inspected in August 1864 by an inspector temporarily appointed by the vestry for that purpose. Seventy-two of them were then found to be in a very dirty state, and many more "unclean, with the walls and ceilings dirty and dilapidated." In a large number many defects were found, paving or flooring broken, defective drainage, bad or imperfect ventilation, foul effluvia, and many other causes of impurity or of injury to health.

11. Probably in no district in the metropolis is a strict and periodical inspection of the bakehouses more required than in this district. But nearly two years have been allowed by the vestry to elapse since this duty, imposed upon them by the Act of Parliament, has been fulfilled.

II. Results of Inspection of Bakehouses in Towns of England.

12. Of the 20 large towns in England to which I addressed the circular adverted to in paragraph 2, I have received answers from four only (Table No. 2). In those, the Bakehouses Regulations Act has been effectually carried out.

III. Results of Inspection of Bakehouses in Towns in Scotland.

13. Of the 20 largest towns in Scotland, to which I addressed the circular above mentioned, I have received answers from 11. In seven of these the Act has been enforced with good results.

IV. Results of Inspection of Bakehouses in Towns in Ireland.

14. Of the 20 largest towns in Ireland to which I addressed the above-mentioned circular, I have received answers from seven. Dublin is the only town which has made a return, and there the Act has been zealously carried into effect. The medical officer of Health, Dr. E. D. Mapother, states that after the ordinary inspection the bakehouses have been "occasionally revisited during the year;" the rate of inspection "being about once in three months;" that lime-washing once in six months is too seldom, as the plentiful evolution of carbonic acid rapidly destroys its efficacy; and that rooms above the bakehouses, without ample ventilation, "should not be used as sleeping places, as the heated noxious gases ascend." From a pamphlet by Dr. Mapother, accompanying his report on the unhealthiness of Irish towns, it appears that in conjunction with Dr. W. Neilson Hancock, he has been engaged in urging the necessity of supplying the want of sanitary legislation for Ireland, the absence of which sufficiently explains the nature of the answers received from the other towns, as given in Table No. 4.

15. Accompanying your letter of the 9th April, recited above in paragraph 1, was a letter addressed by the secretary of the "Amalgamated Union of Operative Bakers of the United Kingdom" to the Honourable Arthur Kinnaird, M.P., and transmitted to me by your desire. The letter calls attention to an inquest held on the 24th March, at St. Bartholomew's Hospital, on the body of a journeyman baker, George Spriggs, aged 54 years, whose death was occasioned by the long and unnatural hours of work to which the journeymen bakers of the metropolis are subjected. It appeared at the inquest that his hours of work were from five p.m. one day, until two p.m. the next; "he then laid down in his clothes for three hours, and went back to the bakehouse again. That was the regular course for the last six weeks. He had been in the employ of Mr. Wheeler for two years, and it was always much the same. He had not taken off his clothes since Friday week."

16. This is, unhappily, the life, as I showed in my Report to Parliament of July 1862, upon the grievances of the journeymen bakers, of many thousand men of that class in this metropolis, working at intervals, very hard, and in a high temperature, amidst flour and dust, and breathing noxious gases from the dough, and sometimes from the oven; sometimes amidst nauseous effluvia; generally in small close places of work, incapable of sufficient ventilation. According to the evidence then tendered to me, very few reach the age at which

this poor man died; they generally die at about the age of 42 (p. viii. of above-named Report).

17. Notwithstanding its disadvantages, the attractions of this employment for a certain class of men, English, Scotch, and Germans, are so great, that the labour market is never without a superabundant supply. A young man can enter it without tools, without anything but the clothes that cover him, without almost any instruction; he is not liable to the accidents of weather; his earnings do not vary; and they are above what his physical or mental capacity can procure for him in any other calling.

18. The cause of these long hours of work are to be found:

I. In the system under which the manufacture of bread is carried on in this metropolis. It is a small manufacture, carried on almost exclusively by very small employers. The competition, especially among the smallest, is very great, and the state of the labour market enables them to cause a few men to do, in many hours, work which would require more men if the hours were reduced.

II. In the demand of the public for hot rolls and hot bread at an early hour; and in the general habit of requiring the bread to be distributed to families by an early hour in the afternoon (Report, p. clxii).

19. The leading master-bakers of London have long been willing and anxious to arrange with their men a system of 12 hours' work; and it is asserted by many intelligent persons in the trade that a 12 hours' system, with a necessary latitude on Saturday, could be brought about with very little sacrifice on the part of the public.

20. But it is also urged by a great body of testimony, given in pages xxv to lii of my Report above referred to, that the readiest way to abridge the hours of labour for the journeymen bakers would be to make the Adulteration of Food Act more effectual, inasmuch as it is the production of adulterated bread by the smaller bakers which enables them to keep up the great competition existing in the trade. This, it is mentioned, would lead to the manufacture of bread passing into the hands of larger capitalists, and greatly benefit both the persons employed and the public.

21. The letter quoted in paragraph 15, adverts also to the question of the possibility of renewing with success an application to Parliament for an Act to abolish Sunday baking. Of the total number of journeymen bakers in the metropolis, estimated at 14,000 by the census of 1861, a large proportion, probably more than half, are engaged on Sundays, between the hours of nine a.m. and 1.30 p.m., in baking his Sunday dinners, chiefly for families of the labouring class. The recent discussions in the House of Lords upon the subject of Sunday trading lead to the conclusion that no proposal for the abolition by law of this practice, which is voluntary on the part of the bakers, and by which the comfort of probably at least three or 400,000 men, women, and children of the poorer classes is provided for, on their only day of rest and recreation, would be entertained.*

I have, &c.
(signed) *H. Seymour Tremenheere.*

The Right Hon.
Secretary Sir George Grey, Bart, M.P.
&c. &c. &c.

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* It has been stated, on I believe, good grounds, that out of the total number of bakehouses in the Metropolitan districts, in round numbers 3,000, rather less than 90 per cent., or say 2,500, do Sunday bakings, the average being 40 to each, giving a total of 100,000 dinners. If it be taken, as I am informed is the case, that two persons are employed in each bakery, and one person in the shop, to take in and deliver the dinners, 7,500 persons would be so employed (2,500 by 3, equal to 7,500). but it is believed that that is an extreme number.

'S of the INSPECTION of BAKEHOUSES under the BAKEHOUSES REGULATION ACT, 26 & 27 Vict. c. 40 (13 July 1863).

TABLE, No. 1.

DISTRICTS UNDER THE METROPOLIS LOCAL MANAGEMENT ACT.

ICT.	Medical Officer of Health.	Date of Report of last Inspection.	Number of Bakehouses in the District.	Results of Inspection.	REMARKS.
's, Han- .e.	Dr. Druit - -	21 Mar. 1865	36	23 required limewashing; the time being up when it ought to be renewed, will be done within three weeks.	Unhealthy sleeping places done away with since last inspection. Further improvement required, and in course of being done May 16th. Men's bed-room greatly enlarged. Provision made for shutting off fumes of bakehouse, and for free ventilation.
ds : quare and .	ditto - - -	17 Oct. „	- -	12 required to be limewashed.	
		15 May 1866	- -	All cleansed except one, which has been since shut up.	
- -	Dr. Aldis - -	20 Mar. 1865	- -	53 required limewashing - -	Ordered to be done by owners in three weeks.
		29 Sept. „	- -	30 - - ditto - - - -	- - - ditto - - - ditto.
		15 May 1866	- -	27 - - ditto - - - -	- - - ditto - - - ditto.
- - - of Works, eat Smith-	Mr. Barnet Holt -	13 May 1866	- -	A very few required limewashing -	Act otherwise fully observed.
- -	Dr. G. Buchanan -	Autumn, 1865 Spring, 1866.	- -	All had complied with the Act, with few and unimportant exceptions.	All defects found will be speedily made good.
- -	Dr. Septimus Gibbon	June 1865 - Dec. 1865.	52	16 orders issued for limewashing -	Orders complied with.
				21 orders issued for repairing pavements.	- - ditto.
				1 order issued for ventilation -	- - ditto.
adon Sewers uildhall. and South ricts.	Dr. F. H. Letheby -	16 May 1865	130	17 required to be cleansed - -	} Ordered to be cleaned by owners within seven days.
		21 Nov. „		15 - - ditto - - - -	
		28 Nov. „		18 in a filthy condition - - -	Ordered to be cleansed and limewashed within seven days.
		5 Dec. „		7 require further proceedings, on account of orders issued and not complied with; three of these are still in a filthy condition (addresses given). Owners summoned for the penalties.	
n District -	- - - - -	5 Dec. „	- -	15 require cleansing - - -	Ordered to be cleansed within seven days.
- -	Dr. Edw. Ballard -	- -	- -	No inspection - - - - -	Return to inquiry of March 1865:— "Sanitary staff inadequate, and too much occupied with other duties."
een - - Ross, vestry	- - - - -	- -	- -	No Report.	
d Town, N.E. Thos. Price, ry clerk.)	- - - - -	7 Aug. 1865	- -	Seven in a very dirty condition.	Ordered to be cleansed, September 18th. Orders had been complied with.
- - -	Dr. Wm. Tiffin Hiff	9 May 1866	80	Generally in a satisfactory state as regards cleanliness. In the 19 that are underground, ventilation often bad, but impeded by the men themselves.	
- - - Ellis, clerk e Board of e).	- - - - -	- -	- -	Inquiries made; no infraction of the Act.	
el - -	Mr. John Liddle -	- -	- -	Bakehouses inspected from time to time; orders for cleansing, where required, always attended to.	

Table No. 1.--Districts under the Metropolis Local Management Act--*continued.*

DISTRICT.	Medical Officer of Health.	Date of Report of last Inspection.	Number of Bakehouses in the District.	Results of Inspection.	REMARKS.
St. George's-in-the-East (Mr. W. L. Howell, Vestry Clerk.)	- - - -	- -	- -	No report since 1st March 1865, but bakehouses under close sanitary supervision, and register kept of inspectors.	
St. Mary, Rotherhithe (Messrs. Hawkes and Stokes, clerks to vestry.)	- - - -	- -	- -	No report since 1st March 1865.	
St. Olave's, Southwark	Dr. J. Northcote Vinen.	1 May 1865 -	- -	Act for the most part complied with. One sleeping place in a bakehouse ordered to be discontinued. One bakehouse ordered to be cleansed.	
Ditto - - ditto -	- - - -	2 April 1866 -	- -	Requirements of Act for the most part observed. Five bakehouses ordered to be cleansed and limewashed.	
St. George the Martyr, Southwark.	Dr. Bateson - -	Oct. 1865 -	83	33 required cleansing; orders given were complied with. The rest had been recently properly cleansed.	Bakehouses regularly inspe yearly. "The appearance of the bake vastly improved since the p the Act."
		April 1866 -	85	50 required cleansing and limewashing. 35 had been recently cleansed.	
St. Saviour's, Southwark	Mr. R. Bianchi -	14 June 1865 7 March 1866	- - - -	7 required cleansing - - - 1 required cleansing. All the rest are in accordance with the Act.	All in the district inspected h
Bermondsey - -	Dr. Wm. Parker -	May 1865 -	78	40 required limewashing - - 14 ditto painting. 1 ditto improved ventilation. 4 ditto drainage. 2 woodwork dirty.	Requirements completed ab June. Six shut up. Bakehouses much improved masters and men appreciat proved comfort and li frequent whitewashing."
		Jan. 1866 -	85	1 required improved ventilation. 11 ditto whitewashing.	
Poplar, North District (Mr. C. Seeley, clerk of Board of Works).	- - - -	1 August 1865	- -	All inspected and generally found in a good and wholesome state.	Annual report of south distri received.
St. Giles, Camberwell (Mr. F. Gearing, inspector).	- - - -	- -	96	18 required cleansing; since done. Act in all other respects well observed.	Ventilation good in all cases of shafts over ovens and and windows.
Lambeth - - -	Dr. G. Puckle - -	18 May 1866	193	72 found in a more or less dirty state. All ordered to be limewashed. In two nights spent in night inspection, only one boy under 18 years of age found employed during the hours forbidden by the Act. Employer summonsed and fined 1 *l.*	Ventilation bad in all having low ceilings. No should be of less height feet from the floor.
St. Luke's, Chelsea - (Mr. Charles Lahee, vestry clerk.)	- - - -	- -	- -	No report since 1st March 1865.	
Fulham - - -	Mr. F. J. Burge -	June 1865 -	-	The bakehouses have been visited from time to time, and much improvement has been effected under the Act. The masters generally have shown willingness in its requirements.	"The provisions of this st proved most acceptable an to the journeymen bakers.

SULTS of the INSPECTION of BAKEHOUSES, under the BAKEHOUSES REGULATION ACT, 26 & 27 Vict. c. 40.

TABLE No. 2.

LARGE TOWNS.

ITY.	Medical Officer of Health, or Town Clerk.	Date of Inspection.	Number of Bakehouses.	RESULTS OF INSPECTION.	REMARKS.
-	Mr. James Clego, inspector.	25 April 1866	400	Since 1st April 1865, the following informations were laid for offences against the Act: Sleeping in bakehouses — Convicted: 1 — Penalty: 20 *s.* and costs. Bakehouses in filthy state - - - — Convicted: 3 — Penalty: 5 *s.* each and costs. Not sufficiently ventilated - - - — Convicted: 2 — Penalty: 50 *s.* 60 *s.* and costs. Defective sewage - — Convicted: 3 — Penalty: 25 *s.* and costs. Illegally employing boys under 18 years of age between 9 p.m. and 6 a.m - - — Convicted: 18 — Penalty: 20 *s.* each and costs. Convicted: 27 — Penalty: 28 *l.* 5 *s.* and costs.	100 inspected weekly, when inspection commenced. All improvements, when suggested, promptly complied with, with few exceptions.
- - n Yates,	- - -	- -	- -	Bakehouses have been regularly inspected since last report. No proceedings found necessary against any occupier for breach of Act.	—
- -	Mr. J. G. Heaver, clerk to local Board.	- -	- -	Inspector of bakehouses visits them from day to day, and reports weekly. Requirements of the Act attended to. Bakehouses more frequently limewashed and cleansed than formerly.	—
- -	Mr. C. C. Whiteford, clerk to local Board.	- -	- -	The proprietors of all the bakehouses have complied with the provisions of the Act.	—

RESULTS of INSPECTION of BAKEHOUSES under the BAKEHOUSES REGULATION ACT, 26 & 27 Vict. (13 July 1863).

TABLE, No. 3.

SCOTLAND.

CITY OR TOWN.	Medical Officer of Health, or Town Clerk, &c.	Date of Report of last Inspecton.	Number of Bakehouses in the City or Town.	RESULT OF INSPECTION.	REMARKS.
Edinburgh - -	Dr. H. Littlejohn -	December 1865	200	29 found to be dirty - - - - 36 found to have imperfect ventilation. Many drains defective. 79 had privies in the workshop. The utmost cleanliness insisted on.	In the small bakehouses m much want of ventilation, phurous emanations from injurious to the men. "I that the dough should n posed to emanations eit persons sleeping in work from defective drainage." Masters had, in most cas pated the requirements of and willing to adopt any su that tend to the comfort men or to greater cleanlin manufacture.
Leith - - -	Mr. H. H. Cowper, town clerk.	8 May 1855	- -	Bakehouses examined by inspector, and no cause found for making formal report.	—
Stirling - - -	Mr. M. Murray, provost.	23 April 1855	- -	Report by Mr. H. Burcham, inspector of nuisances. All bakehouses found clean; recently limewashed, considerably within the time (six months) required by the Act: well ventilated, and free from effluvia. No youths employed within prohibited hours.	—
Falkirk - - -	Mr. R. Henderson, town clerk.	23 April 1866	- -	No contravention of Act.	—
Greenock - -	Mr. J. K. Gray, town clerk.	4 April 1866	- -	No steps taken under the Act.	—
Paisley - - -	Mr. Thomas Walker, clerk to Commissioners of Police.	- -	- -	No steps yet taken under the Act. Nuisances Removal Committee will communicate result if any proceedings found necessary.	—
Kilmarnock - -	M. J. Dickie, provost	- -	41	Report by Mr. James Johnstone, inspector of nuisances. 30 in the best condition. 1 sleeping place in the bakehouse. In other cases, repairs of flooring, &c., cleansing and ventilation required. Much benefit by subsequent improved lighting, ventilating, and white-washing.	Orders made complied w Act a great boon to the to the community. Provision as to hours of youths carefully attended
Aberdeen - -	Mr. J. Valentine, clerk of police.	- -	- -	Communication will be laid before local Board with a view to instructions being given to inspector to report on the bakehouses of the town.	—
Dundee - - -	Mr. D. Mitchell, clerk to Commissioners of Police.	- -	- -	State of bakehouses will be inquired into, and report will be forwarded.	—
Arbroath - -	Mr. D. Smith, chairman of sanitary commission.	- -	- -	Inspector appointed May 1864 - - Rules and regulations issued to bakers in the town (copy enclosed). Rules enforced.	—
Glasgow - -	Mr. John Ure, chairman of sanitary commission.	- -	- -	Periodical cleansing has been enforced -	No youths employed be hours prohibited by because the men strict the 12 hours work only, 5 a. m. to 5 p. m.

SULTS of INSPECTION of BAKEHOUSES under the BAKEHOUSES REGULATION ACT, 26 & 27 Vict. c. 40 (13 July 1863).

TABLE, No. 4.

IRELAND.

TOWN.	Medical Officer of Health, or Town Clerk, &c.	Date of Report of last Inspection.	Number of Bakehouses in the City or Town.	RESULTS OF INSPECTION.	REMARKS.
- -	Dr. E. D. Mapother, medical officer of health.	- - -	68	All inspected. At first found dirty, and ceilings nearly always covered with cobwebs and dust, very ill-ventilated, and dark. These defects have been remedied. No youths under 18 have been found employed at night.	Inspected once in three months.
- - -	Mr. T. Franklin, secretary to the mayor.	- - -	- -	No officer in Cork acting under this statute.	—
- - -	Mr. D. Clark, clerk of the union.	- - -	- -	No report made under the Act.	—
- - -	Mr. R. Combe, chairman of Commissioners.	- - -	- -	No communication from officer of health upon the subject.	—
- -	Mr. J. Griffith, mayor	- - -	- -	No inspection made.	—
nards - -	Mr. T. Paterson, town clerk.	- - -	- -	No local Board, and no inspection under the Act.	—
da - -	Mr. J. Reilly, clerk of union.	- - -	- -	No Board of Health in the town "that the mayor (J. Matthews, esquire) is aware of."	—

BAKEHOUSES REGULATION ACT.

COPIES of Reports made to the Secretary of State by Mr. *Tremenheere* on the Operation of the Bakehouses Regulation Act.

(*Mr. Kinnaird.*)

Ordered, by The House of Commons, *to be Printed,*
6 *July* 1866.

394.

Under 3 *oz.*

REPORT

OF

EXPERIMENTS UNDERTAKEN BY ORDER OF THE BOARD OF TRADE

TO DETERMINE THE

RELATIVE VALUES OF UNMALTED AND MALTED BARLEY AS FOOD FOR STOCK.

Presented to both Houses of Parliament by Command of Her Majesty.

LONDON:
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REPORT OF EXPERIMENTS,

ETC.

PART I.

Introductory Observations, and Notice of previous Experiments.

It seems to have been established by experience that malt, given in moderate proportion, in admixture with other food, is much relished by most of the animals of the farm, and that it frequently exercises a beneficial influence upon their health and progress, more especially in the case of young or weakly animals. There are, however, so far as we are aware, no accounts on record showing either a greater amount of milk, or a greater amount of increase in live-weight, from the use of a given amount of malt than from that of the amount of barley from which it would be produced. On the contrary, all the trials with which we are acquainted, in which weights have been accepted as the measure of the result produced, have shown a better yield from a given amount of barley than from the amount of malt that would be produced from it. At the same time, it must be admitted that the evidence of some observers appears to show, that, so far as quality is concerned, the meat of animals receiving a certain amount of malt in their food ranks deservedly high, and in a few cases in which the trials have been comparative it has been pronounced to be higher than when barley instead of malt was employed.

In the trials the results of which it is the object of this Report to record, 20 milking cows, 20 fattening oxen, 60 sheep, and 48 pigs have been experimented upon. Most of the experiments were arranged to compare the effects of a given amount of barley with those of the malt (and its dust) produced from an equal amount of barley taken from the same stock ; and although the quality, both of the milk and the meat produced, has not been overlooked, the *weight*, whether of milk or increase, has been taken as the chief measure of the effect produced.

Before detailing the results of these new experiments it will be well to give a brief summary of the results of any former experiments in which weights have been carefully taken and recorded.

I.—The Experiments of Drs. T. and R. D. Thomson, in 1845–6.

In 1845–6, the late Drs. Thomas and Robert Dundas Thomson, of Glasgow, made experiments on the relative qualities of barley and malt as food for stock. From June 24 to September 3, 1845, they experimented upon two milking cows, and from October 1, 1845, to January 16, 1846, upon two fattening oxen. The results of their inquiry are recorded in an official report.*

1. *The Experiments with Cows.*

In the experiments with the two cows both animals were kept upon the same description of food for a certain number of days, in no case exceeding 16, and then, sometimes with, and sometimes without a short interval, they were put upon the food the results of which were to be compared with those of that previously given.

It is unfortunate that so few as two animals were taken, though it would doubtless have been very difficult for the Drs. Thomson to have followed out their elaborate inquiry with a larger number. It is also much to be regretted that the duration of each experiment was so short, that there was such a frequent change of food, and that (as was the case with the cows) the periods during which the foods to be compared with one another were given were successive instead of parallel.

* Reports to Her Majesty's Government in respect to Feeding of Cattle with Malt, April 1846.

The following is a summary of the Drs. Thomson's results with cows, calculated from the records given in the Report, and arranged in a convenient form for showing the comparative effects of barley and malt in the different experiments. In experiments 1 and 2 the barley and malt were given entire, but in experiments 3, 4, and 5 they were crushed, and in all they were steeped in hot water before being given to the animals.

TABLE I.

CALCULATED SUMMARY of the Drs. THOMSON'S EXPERIMENTS with COWS.

	Food consumed.				Increase (or Loss) in Live-weight.	Milk yielded.		
	Total.	Per Head per Day.	Per 1,000 Lbs. Live-weight per Week.	To produce 100 Lbs. Milk.		Total.	Per Head per Day.	Per 1,000 Lbs. Live-weight per Week.
Experiment 1.—Two Cows; Special Food—Barley; Period 11 Days.								
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Barley	95	4·3	30·1	21·3	−41	447	20·3	141
Grass	1,880	85·5	595·4	420·9				
Experiment 2.—Two Cows; Special Food—Malt; Period 10 Days.								
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Malt	112	5·6	38·6	28·4	−22	394	19·7	136
Grass	1,700	85·0	585·2	431·5				
Experiment 3.—Two Cows; Special Food—Barley; Period 16 Days.								
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Barley	282	8·8	59·7	40·7	89	693	21·7	147
Malt	6	0·2	1·3	0·9				
Grass	532	16·6	112·6	76·8				
Hay	763¼	23·9	161·6	110·2				
Experiment 4.—Two Cows; Special Food—Malt; Period 16 Days.								
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Barley	6	0·2	1·3	0·9	7·5	655	20·5	139
Malt	336	10·5	71·2	51·3				
Hay	882¼	27·6	186·8	134·7				
Experiment 5.—Two Cows; Special Food—Barley; Period 5 Days.								
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Barley	116	11·6	78·9	57·2	−21·5	203	20·3	138
Hay	264	26·4	179·5	130·2				

In the experiments of the Drs. Thomson screened malt, without the malt dust, was employed, and the exact proportion of the malt to the barley from which it was produced was not recorded. In the above Table (I.), therefore, the figures relating to malt represent the actual amounts of malt given, and not the amounts of barley from which the malt would be produced, as is the case in most of the Tables embodied in this Report.

The table shows that in each of the comparative trials a greater weight of screened malt than of barley was consumed for the production of a given amount of milk; and if the figures were amended so as to represent the amount of barley from which the malt had been produced, the results would of course appear still more unfavourable to the malted as compared with the unmalted barley.

2. *The Experiments with fattening Oxen.*

In all the experiments of Dr. Thomson with oxen the barley, or the malt, as the case might be, was ground and mixed into a mash with hot water before being given. Each comparative experiment was parallel as to time, instead of successive as in the case with the cows; but only one animal was put on each description of food, the one receiving barley being designated as Bullock "A.", and the one receiving malt as Bullock "B." There were five periods of experiment, one of 14, one of 15, one of 11, one of 17, and one of 18 days, in some cases with, and in some without, an interval between the periods,

which, together, extended from October 1, 1845, to January 16, 1846, making a total period of 108 days, out of which the animals were under exact experiment only 75 days.

The following is a calculated summary of the results obtained during the five separate periods, amounting to 75 days in all.

Table II.

Calculated Summary of Dr. Thomson's Experiments with Bullocks.

		Food consumed.				Increase in Live-weight.		
		Total.	Per Head per Day.	Per 1,000 Lbs. Live-weight per Week.	To produce 100 Lbs. Increase.	Total.	Per Head per Week.	Per 1,000 Lbs. Live-weight per Week.
		Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Bullock A.	Barley	766	10·2	64·5	411·8	186	17·4	15·7
	Hay	876¾	11·7	73·9	471·3			
	Cake	55½	0·7	4·7	29·8			
	Roots	1,904	25·4	160·4	1,023·7			
Bullock B.	Malt	768	10·2	54·0	376·5	204	19·0	14·3
	Hay	1,008	13·4	70·8	494·1			
	Cake	55	0·7	3·9	27·0			
	Roots	1,904	25·4	133·8	933·3			

It will be obvious that no very satisfactory conclusions can be formed from results obtained with single animals only in each case, and over such short periods as those adopted in these experiments; but, under the conditions stated, the results were as follow:

During the first 14 days the Bullock A. on barley and hay, gave more increase than Bullock B. on malt and hay, and required less food to yield a given amount of increase.

For two or three weeks from the conclusion of the above experiment the animals suffered from foot disease accompanied with fever, then very prevalent. On recovery the comparative trial was resumed for 15 days, Bullock A. having barley, hay, and roots, and Bullock B. malt, hay, and roots. The result was again in favour of the unmalted barley, both in regard to the actual amount of increase in live-weight and to the amount of food required to yield a given amount of increase.

The next period was consecutive with the last, and extended over 11 days. During this period the turnips were found to be much diseased, and both animals suffered in consequence, especially the one having barley, which gave much less increase than the other.

The next period was one of 17 days, was consecutive with the preceding one, and the weights were considerably in favour of the bullock having barley.

The fifth and last period commenced 10 days after the conclusion of the preceding one, lasted 18 days, and the result was in favour of the malt.

The Table (II) gives the results of these five periods collectively. It is seen that Bullock B. receiving malt, gave, under the conditions stated, rather more increase than the Bullock A. receiving barley, and also consumed less malt to yield a given amount of increase than the other did of barley. But if the comparison were made, not between the actual weights of barley and malt, respectively, that were consumed, but between the amount of barley actually consumed in the one experiment, and the amount of barley from which the malt consumed in the other would be produced, the result would then be found to be in favour of the unmalted instead of the malted barley.

With fattening bullocks, then, as with milking cows, the results obtained by the Drs. Thomson were unfavourable to the use of malted as compared with unmalted barley, and the conclusions they drew on the subject were consistent with the result here stated.

II.—Experiments at Rothamsted, in 1848, 1849, and 1854.

1. *The Experiments in* 1848 *and* 1849, *with Sheep.**

A summary of the results obtained under this head is given in the following Table (III.)

Table III.

Summary of Results obtained at Rothamsted, in 1848 and 1849, with Sheep.

	Food consumed.				Increase in Live-weight.		
	Total.	Per Head per Day.	Per 100 Lbs. Live-weight per Week.	To produce 100 Lbs. Increase.	Total.	Per Head per Week.	Per 100 Lbs. Live-weight per Week.
Experiment 1.—From June 5 to October 17, 1848 = 19 Weeks and 1 Day ; under Cover.							
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
5 Sheep { Barley (ground)	665	1·0	5·2	479	139	1·47	1·08
5 Sheep { Clover Hay	1,986	3·0	15·6	1,429			
5 Sheep { Malt (ground)	625	0·94	5·0	517	121	1·28	0·95
5 Sheep { Clover Hay	1,974	2·9	15·7	1,631			
Experiment 2.—From March 20 to May 29, 1849 = 10 Weeks ; under Cover.							
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
4 Sheep { Barley (ground)	280	1·0	5·0	346	81	2·03	1·45
4 Sheep { Mangolds	3,867	13·8	69·1	4,774			
5 Sheep { Malt (and Dust) ground	283	0·81	4·0	270	105	2·09	1·49
5 Sheep { Mangolds	4,694	15·2	66·5	4,470			
Experiment 3.—From March 20 to May 29, 1849 = 10 Weeks ; under Cover.							
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
4 Sheep { Barley (ground and steeped)	280	1·0	4·8	276	101½	2·53	1·73
4 Sheep { Mangolds	5,322	16·8	90·5	5,243			
4 Sheep { Malt (and Dust) ground and steeped	227	0·81	3·8	291	78	1·97	1·30
4 Sheep { Mangolds	4,458	15·9	74·5	5,715			
5 Sheep { Malt (and Dust) ground	350	1·0	4·9	324	108	2·16	1·50
5 Sheep { Mangolds	5,404	15·4	75·0	5,004			
Experiment 4.—From March 12 to May 14, 1849 = 9 Weeks ; folded in the Field.							
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
27 Sheep { Barley	851	0·5	2·5	182	468	1·92	1·36
27 Sheep { Clover Chaff	851	0·5	2·5	182			
27 Sheep { Swedes (ad lib.)	-	-	-	-			
27 Sheep { Malt (and Dust)	680	0·4	2·0	156	437½	1·80	1·27
27 Sheep { Clover Chaff	851	0·5	2·5	194			
27 Sheep { Swedes (ad lib.)	-	-	-	-			

In experiment 1. the design was to give equal weights of barley and of malt, 1 lb. per sheep per day, but not quite so much of the malt was consumed. The complementary

* "Agricultural Chemistry: Sheep Feeding and Manure." Jour. Roy. Agr. Soc., Eng. Vol. X., Part I.

od was in both cases clover-chaff, which, with water, was given ad libitum, but weighed, nd the experiment was continued for 19 weeks. The Table shows, not only that the eep having unmalted barley gave a greater actual increase in live-weight, but also that required a greater weight of malt than of barley to yield a given amount of increase. he result was in reality still more unfavourable to the malt than the figures show, for e 517 lbs. of screened malt consumed to produce 100 lbs. of increase would have quired about 645 lbs. of barley to produce it, whereas only 479 lbs. of raw barley were onsumed to produce 100 lbs. of animal increase.

In the second experiment, as in the first, the sheep were fed under cover. The plan as, to give to one lot 1 lb. of barley per head per day, to another the amount of malt nd malt-dust produced from 1 lb. of barley, and to both mangolds ad libitum, but eighed. The barley and the malt were ground; and the experiment was continued for 0 weeks, with 4 sheep on the barley, and 5 on the malt diet. As the figures stand, the esult appears considerably in favour of the malt; and even when the malt and malt-dust onsumed are calculated up to the amount of barley from which they would be produced, he result is still slightly in favour of the malt as regards the amount of food required to roduce a given amount of increase in live-weight.

The plan of experiment 3 differed little from that of experiment 2. In the first pen he amount of barley, and in the second the amount of malt, with its dust, were the same s before, but each was now steeped for some time as well as ground before being given. In the third pen each sheep received 1 lb. of malt (with its dust) per head per day, that s, the same weight as those in pen 1 received of barley, instead of, as in pen 2, only as much as would be produced from 1 lb. of barley, and instead of being both ground and steeped, the malt was now only ground. Comparing the result of pen 1 with barley ground and steeped, with that of pen 2 with malt both ground and steeped, it is decidedly in favour of the unmalted barley, and of course more so than the figures show if the amount of malt consumed be reckoned up to the amount of barley from which it would be produced. The result of pen 3 with the increased amount of malt, but only ground, and not afterwards steeped, is still more unfavourable to its use.

As a control to the above experiments, in all of which the sheep were fed under cover, in some with clover-hay without any succulent food, and in others with mangolds (themselves highly saccharine) in addition to the barley or the malt, another experiment, No. 4, was made, in which there was a larger number of sheep (27) in each lot, the animals were folded in the open field, they received only about half as much barley or malt per head per day, $\frac{1}{2}$ lb. clover-chaff per head per day, and swedes ad libitum and unweighed. To lot 1 the daily allowance of barley was $\frac{1}{2}$ lb. per head, and to lot 2 as much malt with its dust as was produced from $\frac{1}{2}$ lb. of barley, and the experiment was continued for nine weeks.

The rate of increase upon a given live-weight within a given time was somewhat under the average obtained when sheep are liberally fed on fattening food, and was not equal to that in experiments 2 and 3, in which the animals had mangolds, and were fed under cover. The total increase of the lot having barley was 468 lbs. against 437$\frac{1}{2}$ lbs. on the lot having a corresponding amount of malt; and reckoning the malt (and dust) consumed to produce 100 lbs. of increase up to the amount of barley which it represented, the result was decidedly in favour of the unmalted as compared with malted barley.

It is seen, then, that in only one of these earlier comparative trials with sheep was the result in favour of malt as compared with the amount of barley from which it would be produced. The results of the Drs. Thomson, with milking cows and fattening oxen, also afforded preponderating evidence in favour of the use of unmalted rather than malted barley, as a staple food for stock.

So far as we are aware there are no other comparative trials of barley and malt recorded, in which the weights of the food consumed, and of the milk or increase in live-weight yielded, have been taken as the measure of the effects produced. It is true that there are records enough of trials in which malt has been shown to be a good food for stock, and no further evidence on that point can be needed. But whether or not the favourable result, so far as the health and progress of the animals is concerned, has been economical compared with what it would have been had raw barley been used instead, is quite another matter; and it is the question of the comparative economy of unmalted and malted barley as food that the experiments above quoted, and those to which this report has special reference, have been undertaken and arranged to throw light upon.

2. *The Experiments in* 1854 *with Pigs.**

Independently of certain theoretical considerations, one object of these experiments was to determine whether any or what benefit would be likely to accrue, either to the growers of sugar, or to the agricultural interest of this country, if the lower qualities of cane-sugar were admitted duty-free for the feeding of animals; another was to provide data bearing upon the question whether or not any advantage would result from the conversion of a portion of the starch of the food of animals into sugar by subjecting it to the malting process.

The plan adopted was, to give to each of several lots of pigs a fixed amount of lentil-meal and bran, enough to supply all the nitrogenous matter that they would require, but leaving them deficient in the necessary amount of the non-nitrogenous constituents of food, which were supplemented, in one experiment by as much starch, in another by as much sugar, and in another by as much of both starch and sugar, as the animals chose to eat; whilst in a fourth experiment they were allowed to take lentil-meal, bran, starch, and sugar, each separately and ad libitum.

The results given in the following Table (IV.) of the first two of the experiments above referred to, in which both lots of animals had the same amount of lentil-meal and bran, but the one starch and the other sugar, in addition and ad libitum, bear the most directly upon the questions here under consideration.

Table IV.

Experiments with Pigs, on the Equivalency of Starch and Sugar in Food.

Period of Experiment 10 weeks; February 27 to May 8, 1854.

	Food consumed.				Increase in Live-weight.		
	Total.	Per Head per Day.	Per 100 Lbs. Live-weight per Week.	To produce 100 Lbs. Increase.	Total.	Per Head per Week.	Per 100 Lbs. Live-weight per Week.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
3 Pigs — Lentil-meal	672	3·20	16·4	272	247	8·23	6·03
3 Pigs — Bran	126	0·60	3·1	51			
3 Pigs — Sugar, ad libitum (1)	388½	1·85	9·5	157			
(1) Containing dry substance	(363½)	(1·73)	(8·9)	(147)	—	—	—
3 Pigs — Lentil-meal	672	3·20	16·4	271	248	8·27	6·06
3 Pigs — Bran	126	0·60	3·1	51			
3 Pigs — Starch, ad libitum (2)	450½	2·15	11·0	182			
(2) Containing dry substance	(362¼)	(1·73)	(8·9)	(146)			

It is seen that the two lots consumed almost identical amounts both of lentil-meal and bran, whether reckoned per head per day, per 100 lbs. live-weight per week, or to produce 100 lbs. of increase, but that the one lot consumed in addition considerably less of the raw sugar than the other did of the raw starch. If, however, the amounts of water which the sugar and the starch contained in the condition in which they were respectively given to the animals be deducted from the actual weights consumed, it is found, as shown by the figures given in parenthesis in the Table, that the amounts of real dry or solid substance consumed were all but absolutely identical in the two cases. Indeed, when it is borne in mind that the animals were dependent on the sugar or the starch supplied to them for about one-third of the total solid matter of their food, and that in each case they were allowed to take as much as they chose, the coincidence in the amounts of dry or solid substance consumed in the two cases is very striking.

The amounts of increase, whether reckoned per head or per 100 lbs. live-weight per week, were also all but identical.

The results of these experiments indicate an almost exact equivalency of the dry or solid substance of cane-sugar and of starch in the food of the pig, provided, of course, that neither be given in undue proportion, and that other constituents be at the same time supplied in sufficient amount; indeed, the two probably only differ in point of fact in relative food capacity, in the very slight proportion in which they are known to differ in per-centage amount of carbon.

If, then, cane-sugar have no higher, and perhaps even a slightly lower, value as a constituent of food than starch, a consideration of the relative prices of sugar duty-free,

* "On the equivalency of starch and sugar in food."—Report of the British Association for the Advancement of Science for 1854.

and of the starchy grains generally used for feeding, and also of the fact that the latter at the same time supply a considerable amount of the needed nitrogenous constituents of food, will afford an easy means of estimating the relative economy of the two.

As cane-sugar contains somewhat less carbon than an equal weight of starch, so does the saccharine matter of malt contain in its turn somewhat less than an equal weight of the sugar of the cane; hence, so far as composition is concerned, it would be concluded, à priori, that a given weight of cane-sugar would have a higher value as a constituent of food than an equal weight of the sugar of malt; on the other hand, the sugar of malt is more nearly allied to that which is the product of the transformation of starch within the animal body than is that of the cane.

The most obvious conclusion from these experiments was, that there would be no economy in substituting a portion of the starchy grains usually used as food by a corresponding amount of the sugar of the cane; and a very probable conclusion was, that there would be as little or less advantage from the conversion of a certain amount of the starch of food into the sugar of malt by subjecting the starchy grains to the process of malting.

We proceed now to consider the experiments which form the special subject of the present Report.

PART II.

The Experiments made in 1863–4 by order of the Board of Trade.

1. The Selection of the Barley, the Malting, and the Composition of the Unmalted and the Malted Grain.

1. *The Selection of the Grain, the Malting, &c.*

In order to determine fairly the comparative feeding quality, and the comparative economy as food, of unmalted and malted barley, it was decided to employ malt produced from barley taken from the same stock as that given for comparison in the unmalted state; and to give to parallel lots of animals, in one case a given amount of barley, and in another the amount of malt (with its dust) which was found in actual working to be produced from that amount of raw barley. It was also thought desirable to employ in some of the experiments barley of a quality admitted to be well adapted for the malting process, and in others such as would not be considered suitable for making brewer's malt, but which would be considered well adapted for feeding, and to determine the amount and composition, not only of the final products (malt and malt-dust), but also of some of the intermediate products of the malting of each of the descriptions of grain selected.

In order to accomplish these ends it was necessary to have access to, and liberty to disturb, and take samples from, the "floors," during growth. The Board of Excise having been communicated with, arrangements were made for conducting the operations in one of the maltings of the Messrs. Gripper, at Hertford, and ample facilities were afforded for doing all that might be deemed desirable, subject only to the observation of an officer appointed for the purpose by the Surveyor of the district.

These matters being arranged, 70 quarters of barley, of fair, but not first-class, malting quality, were purchased. Half was reserved to be consumed in the raw state, and half was malted and screened in the usual way. For distinction, this lot will be designated No. 1.

70 quarters of barley of fair feeding quality were also purchased, half reserved to be consumed in the raw state, and the other half malted, &c., as No. 1. This lot will be designated No. 2.

The grain was measured over, every eighth bushel weighed, and samples were taken in the raw state, at different stages of growth, and when completely malted, in order to have the means of determining, by analysis and calculation, the amount of chemical change, and of loss, during the malting process.

The following Table (IV.) shows the quantity, both by measure and weight, of each lot of barley malted, and also the quantity and proportion of malt and malt-dust pro-

duced in each case, due correction having been made for the quantities removed as samples during the process.

Table IV.

Showing the Quantities of Barley malted, and of Malt and Malt-Dust produced.

		Measure.	Weight per Bushel.	Total Weight.	Malt to 100 Barley; by Measure.	Malt and Dust to 100 Barley; by Weight.	Total Products (Malt and Dust) to 100 Barley; by Weight.
		Bushels.	lbs. oz.	lbs.			
Barley No. 1.	Unmalted	280	54 10	15,295	—	—	—
	Malted	290	41 10	12,072½	103·6	78·9	81·1
	Malt-dust	- - -	- - -	336	- - -	2·2	
Barley No. 2.	Unmalted	280	50 10	14,175	—	—	—
	Malted	284	37 4	10,578	101·4	74·6	77·8
	Malt-dust	- - -	- - -	454½	- - -	3·2	

It is seen that the malt from the good malting barley, No. 1., measured about 3½ per cent., but that from the feeding barley, No. 2., scarcely 1½ per cent. more than the barley from which it was produced. In weight, however, both lost considerably; No. 1. about 21, and No. 2. about 25½ per cent., reckoning only the screened malt as a product of the process; but, even including the malt-dust as a product, the loss in weight was, with barley No. 1. about 19, and with barley No. 2. a little over 22 per cent.

The question arises—of what does this loss in weight by malting consist?

Before fully considering this point it will be well to call attention to the difference in the per-centage composition of the barley, and its products at different stages of growth, as shown by the results of the analyses, without the aid of which that question could not be answered.

2. *The Analysis and the Per-centage Composition of the unmalted and the malted Barley.*

For the purpose of these determinations a sample of 25 lbs. was taken from the grain in the dry state before steeping, after steeping when thrown out from the couch, at intervals of several days during growth, and when completely malted and screened.

As soon as the samples were taken they were sent to the Rothamsted Laboratory, and there at once stove-dried for preservation. The analyses were also all made at Rothamsted; but it should be observed that the determinations of the sugar were made by Mr. Hugh Morris, of the Inland Revenue Laboratory, Somerset House, who was kindly sent down by Mr. George Phillips, the able Director of that laboratory, to assist in the analytical work.

Some particulars relating to the analyses will be found at pp. 35 and 36, and the detailed results are given in Tables I.–V., pp. 37–39, in the Appendix.

Table V. (p. 11) summarises, for barley No. 1., the composition of the grain at the different stages; the upper division showing the composition of the specimens in the condition of moisture in which they were sampled; the middle division the composition of the dry or solid substance, that is, exclusive of all moisture in each case; and the lower division, that of the barley in its natural state of dryness, of the malt and malt-dust as kiln-dried, and of the intermediate products of growth assuming each to have been brought to the same condition of dryness as the kiln-dried malt.

Table VI. (p. 12.) shows the same particulars for barley No. 2. as does Table V. for barley No. 1.

For comparison with the results in these two tables, Table VIII., p. 41 in the Appendix, gives similar particulars, so far as they were obtained, relating to the barley, and the preparation of the malt, used in some of the experiments with sheep at Rothamsted in 1849.

Table V.

Showing the Composition of Barley No. 1., before Malting, at different Stages of the Process, and when completely Malted.

	Barley, before steeping.	Growing. Nov. 2. As thrown from the Couch.	Nov. 6. 4½ Days on the Floor.	Nov. 10. 8 Days on the Floor.	Nov. 12. 10¾ Days on Floor (1st third to Kiln).	Nov. 14. 12¾ Days on Floor (2d third to Kiln).	Nov. 16. 14¾ Days on Floor (3d third to Kiln).	Screened Malt.	Malt-dust.
1. In the Condition of Moisture as sampled.									
Sugar	2·11	0·89	4·74	5·95	No sample taken.	6·92	7·23	10·28	10·01
Starch (and dextrine)	66·24	46·48	43·44	42·10		41·94	41·75	67·23	38·56
Woody-fibre	3·86	3·00	2·88	3·02		2·95	2·99	4·51	8·54
Albuminous (or "flesh-forming") matters*	8·09	5·63	5·75	5·92		6·09	6·19	9·29	23·75
Mineral matter (ash)	2·06	1·30	1·32	1·36		1·39	1·40	2·03	7·41
Total solid matter	82·36	57·30	58·13	58·35		59·29	59·56	93·34	88·27
Moisture	17·64	42·70	41·87	41·65		40·71	40·44	6·66	11·73
Total	100·00	100·00	100·00	100·00		100·00	100·00	100·00	100·00
* Containing nitrogen	1·28	0·89	0·91	0·94		0·97	0·98	1·47	3·77
2. Exclusive of Moisture.									
Sugar	2·56	1·56	8·16	10·19	No sample taken.	11·67	12·14	11·01	11·35
Starch (and dextrine)	80·42	81·12	74·72	72·16		70·73	70·09	72·03	43·68
Woody-fibre	4·69	5·22	4·96	5·18		4·98	5·03	4·84	9·67
Albuminous (or "flesh-forming") matters*	9·83	9·83	9·89	10·14		10·27	10·39	9·95	26·90
Mineral matter (ash)	2·50	2·27	2·27	2·33		2·35	2·35	2·17	8·40
Total solid matter	100·00	100·00	100·00	100·00		100·00	100·00	100·00	100·00
* Containing nitrogen	1·56	1·56	1·57	1·61		1·63	1·65	1·58	4·27
3. Barley, Malt, and Malt-dust, as sampled; intermediate Products in the same condition of Dryness as Malt.									
Sugar	2·11	1·46	7·61	9·51	No sample taken.	10·90	11·33	10·28	10·01
Starch (and dextrine)	66·24	75·72	69·75	67·35		66·01	65·42	67·23	38·56
Woody-fibre	3·86	4·88	4·63	4·84		4·65	4·70	4·51	8·54
Albuminous (or "flesh-forming") matters*	8·09	9·17	9·23	9·47		9·59	9·70	9·29	23·75
Mineral matter (ash)	2·06	2·11	2·12	2·17		2·19	2·19	2·03	7·41
Total solid matter	82·36	93·34	93·34	93·34		93·34	93·34	93·34	88·27
Moisture	17·64	6·66	6·66	6·66		6·66	6·66	6·66	11·73
Total	100·00	100·00	100·00	100·00		100·00	100·00	100·00	100·00
* Containing nitrogen	1·28	1·46	1·47	1·50		1·52	1·54	1·48	3·77

Table VI.

Showing the Composition of Barley No. 2., before Malting, at different Stages of the Process and when completely Malted.

	Barley, before steeping.	Growing. Nov. 6. As thrown from the Couch.	Nov. 10. 4 Days on the Floor.	Nov. 14. 8 Days on the Floor.	Nov. 17. 11 Days on Floor (1st third to Kiln).	Nov. 19. 13 Days on Floor (2d third to Kiln).	Nov. 21. 15 Days on Floor (3d third to Kiln).	Screened Malt.	Malt-dust.
1. In the Condition of Moisture as sampled.									
Sugar	2·83	1·14	3·73	6·13	5·95	6·29	6·86	11·34	10·88
Starch (and dextrine)	61·76	42·45	40·16	38·43	38·26	39·74	39·85	64·79	37·06
Woody-fibre	4·47	3·06	2·86	3·15	3·32	3·27	3·58	5·48	8·41
Albuminous (or "flesh-forming") matters*	9·90	6·61	6·71	6·94	6·98	7·31	7·62	11·35	22·06
Mineral matter (ash)	2·08	1·42	1·40	1·54	1·60	1·65	1·68	2·37	7·82
Total solid matter	81·04	54·68	54·86	56·19	56·11	58·26	59·59	95·33	86·23
Moisture	18·96	45·32	45·14	43·81	43·89	41·74	40·41	4·67	13·77
Total	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
* Containing nitrogen	1·57	1·05	1·05	1·10	1·11	1·16	1·21	1·80	3·50
2. Exclusive of Moisture.									
Sugar	3·49	2·08	6·80	10·91	10·61	10·79	11·51	11·89	12·62
Starch (and dextrine)	76·21	77·63	73·21	68·40	68·19	68·22	66·88	67·97	42·98
Woody-fibre	5·51	5·60	5·22	5·60	5·91	5·61	6·01	5·75	9·75
Albuminous (or "flesh-forming") matters*	12·22	12·10	12·22	12·35	12·44	12·54	12·79	11·91	25·58
Mineral matter (ash)	2·57	2·59	2·55	2·74	2·85	2·84	2·81	2·48	9·07
Total solid matter	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
* Containing nitrogen	1·94	1·92	1·94	1·96	1·97	1·99	2·03	1·89	4·06
3. Barley, Malt, and Malt-dust, as sampled; intermediate Products in the same condition of Dryness as Malt.									
Sugar	2·83	1·99	6·48	10·40	10·11	10·29	10·98	11·34	10·88
Starch (and dextrine)	61·76	74·00	69·79	65·21	65·01	65·01	63·75	64·79	37·06
Woody-fibre	4·47	5·34	4·98	5·34	5·63	5·35	5·73	5·48	8·41
Albuminous (or "flesh-forming") matters*	9·90	11·53	11·65	11·77	11·86	11·97	12·19	11·35	22·06
Mineral matter (ash)	2·08	2·47	2·43	2·61	2·72	2·71	2·68	2·37	7·82
Total solid matter	81·04	95·33	95·33	95·33	95·33	95·33	95·33	95·33	86·23
Moisture	18·96	4·67	4·67	4·67	4·67	4·67	4·67	4·67	13·77
Total	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
* Containing nitrogen	1·57	1·83	1·85	1·87	1·88	1·90	1·94	1·80	3·50

Owing to the very great difference in the amount of moisture of the different specimens in the condition in which they were sampled for analysis (the barley being in the usual marketable condition,* the intermediate products in the wet state in which after steeping they are spread on the floor to grow, and the malt and malt-dust kiln-dried) the results as given in the upper division of Tables V. and VI. do not at once bring to view the variation in the composition of the solid substance of the grain so clearly as those in the middle and lower divisions.

In the middle division, which shows the composition of the grain exclusive of all moisture, the variation in the composition of the solid substance of the grain as the sprouting proceeds is the most strikingly brought out; but, inasmuch as in practice grain malted for feeding purposes would, at whatever stage the growth were stopped, (if dried at all) probably be kiln-dried to about the same extent as brewer's malt, it will be more useful to illustrate the variation in composition by reference to the figures given in the bottom division of the tables.

The most striking change which the figures show is the increase in the amount of sugar as the malting proceeds. Indeed it may be said that the most characteristic effect of the malting process is the conversion of a portion of the starch of the grain into dextrine, and then a portion of the dextrine into sugar—changes which are effected by the agency of a substance called diastase, which is itself a product of the

* The amount of moisture in grain varies according to season and other circumstances. Barley in the bulk may be reckoned to contain generally between 15 and 18 per cent. of moisture, but samples kept in dry places, or much handled, may contain several per cent. less.

transformation during germination of a portion of the nitrogenous substance of the grain. It is to be observed, however, that the first step of the malting process, that of steeping the grain, dissolves out a considerable proportion of the small amount of sugar already existing in it; and by analysis of the steep water as well as the grain, it is found that a certain amount both of nitrogenous and mineral matters is also extracted at this stage. It is seen that, in the experiments to which the tables refer, the amount of sugar was increased in one case from about 2½, and in the other from about 3½ per cent. in the dry substance of the raw grain, up to from 11 to 12 per cent. in that of the finished malt.

It is the substance diastase, developed during germination as above referred to, which, in the process of "mashing" malt, induces the conversion, first into dextrine and then into sugar, of the starch which has remained unchanged by the malting; and it is the same substance which gives to an infusion of malt the property of inducing a like change in the starch of unmalted grain, or other starchy substances mixed with it. This conversion takes place the most rapidly at a temperature of about 170° F. It proceeds pretty actively, however, at ordinary temperatures, provided the starch have previously been gelatinized by means of hot water; and Mr. George Phillips informs us that it had been found in experiments made at the Inland Revenue Laboratory, that diastase even acts upon starch when ground malt is mixed with water at ordinary temperatures.

As the sugar produced in the process of malting is formed at the expense of the starch, which is first converted into dextrine, the amount of starch and dextrine is necessarily reduced in about the same degree that that of the sugar is increased. A portion of the sugar, however, undergoes further change during the growth, the result of which is an actual loss of some of the original non-nitrogenous substance of the grain, as will be further illustrated presently.

The proportion of woody-fibre seems to increase slightly as the growth proceeds; though it is not much higher than in the barley in any of the products of the malting process excepting the malt-dust, the dry substance of which contains about twice as much as that of either the raw barley or any of the intermediate products.

The proportion of nitrogenous or so called "flesh-forming" substances is seen to be somewhat higher in the dry or solid substance of the intermediate products of growth than in the raw barley, and in that of most of them higher than in that of the finished and screened malt. That the malt contains a somewhat lower per-centage of nitrogenous substances than the intermediate products is, of course, explained by the fact that by the screening process it has been deprived of the malt-dust, which has withdrawn nitrogen from the grain during growth, and itself contains a very high per-centage of it.

Within certain limits, the higher the per-centage of nitrogenous matters, the greater will be the value of an article of food, either as such, or on account of the richness of the manure obtained from the animals consuming it. But inasmuch as the increased proportion of nitrogenous substances in the grown grain is not due to any gain of them during the process, but, as will presently be seen, to a loss of other substances, by which it is only their proportion, and not their actual amount, that is increased, it would obviously be a delusion to conclude that there is any advantage or economical gain in the increased per-centage of those important constituents which is obtained by submitting the grain to germination; indeed, as will be seen further on, there will always be a greater or less loss of the nitrogenous substances of grain in converting it into malt, so that, so far as the feeding value is dependent on the amount of nitrogenous constituents, a given amount of grain will provide more of them in the raw state than after it has been malted. It is true that a given weight of malt will contain a larger amount of nitrogenous substances than an equal weight of raw barley, but that given weight of malt will have required 1⅓th to 1¼th of its weight of raw grain, besides the cost of the process, to produce it.

From the high per-centage of nitrogenous substances in the malt-dust, it is obvious that there would be a loss, both of feeding and manurial matter, if it were not employed along with the malt whenever grain were malted for feeding purposes.

It will be observed that the feeding barley (No. 2.) contained more nitrogenous matter, and more woody-fibre, but less starch, than the better malting sample No. 1; and this difference of composition was pretty uniformly maintained between the corresponding products of growth of the two descriptions of grain; indeed, the samples selected as the best for malting for brewing purposes are the plumper, the more starchy, and the less nitrogenous grains; whilst those employed for feeding are generally thinner, more nitrogenous, and less starchy.

3. *The Loss of Constituents by Malting.*

In the following tables (in Table VII. for barley No. 1. and in Table VIII. for barley No. 2.) the foregoing analytical results are applied so as to show the actual and percentage loss of constituents which the barley had suffered at certain stages, and at the conclusion of the malting process. At the periods selected for these estimates, not only were samples taken for analysis, but the whole quantity of grain on the floors was measured over, and the weight of every eighth bushel taken, in order to determine the total weight as already referred to. For the estimates founded on the data so obtained absolute accuracy cannot be claimed, since every individual bushel was not weighed, but it is believed that the results sufficiently nearly represent the truth for all practical purposes.

Table VII.

Showing the Loss of Constituents of Barley "No. 1." at certain Stages, and at the Conclusion of the Malting Process.

—	Barley before steeping.	Nov. 2. As thrown from the Couch.	Nov. 6. 4½ Days on the Floor.	Nov. 10. 8 Days on the Floor.	Final Products. Sent to the Kiln Nov. 12, 14, and 16 = 10, 12, and 14 Days on the Floor.			Loss.
					Screened Malt.	Malt-dust.	Total.	
Actual Weights, lbs.								
As sampled	15,295	21,898	21,459	20,705	12,072½	336	12,408½	2,886½
Total dry or solid matter	12,597	12,548	12,474	12,081	11,268½	296½	11,565	1,032
Non-nitrogenous organic matter	11,044	11,030	10,957	10,574	9,902¼	191¾	10,094	950
Nitrogenous matter	1238·0	1233·2	1233·8	1225·4	1121·7	79·8	1201·5	36·5
Mineral matter	314·8	284·3	283·5	281·5	244·5	25·0	269·5	45·3
Proportion to 100 before steeping.								
As sampled	100	143·2	140·3	135·4	78·93	2·20	81·13	18·87
Total dry or solid matter	100	99·6	99·0	95·9	89·45	2·35	91·80	8·20
Non-nitrogenous organic matter	100	99·9	99·2	95·7	89·66	1·74	91·40	8·60
Nitrogenous matter	100	99·6	99·7	99·0	90·61	6·45	97·06	2·94
Mineral matter	100	90·3	90·1	89·4	77·68	7·94	85·62	14·38

Table VIII.

Showing the Loss of Constituents of Barley "No. 2." at certain Stages, and at the Conclusion of the Malting Process.

—	Barley before steeping.	Nov. 6. As thrown from the Couch.	Nov. 14. 8 Days on the Floor.	Final Products. Sent to the Kiln Nov. 17, 19, and 21 = 11, 13, and 15 Days on the Floor.			Loss.
				Screened Malt.	Malt-dust.	Total.	
Actual Weights, lbs.							
As sampled	14,175	20,870	19,654	10,578	454½	11,032½	3,142½
Total dry or solid matter	11,488	11,412	11,044	10,084	392	10,476	1,012
Non-nitrogenous organic matter	9,789	9,736	9,378	8,633	256¼	8,889¼	899¾
Nitrogenous matter	1404·0	1380·3	1363·6	1200·7	100·3	1301·0	103·0
Mineral matter	295·3	295·3	302·5	250·3	35·5	285·8	9·5
Proportion to 100 before steeping.							
As sampled	100	147·2	138·7	74·62	3·21	77·83	22·17
Total dry or solid matter	100	99·3	96·1	87·78	3·41	91·19	8·81
Non-nitrogenous organic matter	100	99·5	95·8	88·19	2·62	90·81	9·19
Nitrogenous matter	100	98·3	97·1	85·52	7·14	92·66	7·34
Mineral matter	100	100·0	102·5	84·76	12·02	96·78	3·22

It appears that, in the steeping, No. 1. barley absorbed about 43, and No. 2. barley rather more than 47 per cent. of their weight of water. Each lost at the same time a certain amount of solid matter, which consisted mainly of saccharine, nitrogenous, and mineral* substances, more of which were abstracted from the less perfectly matured second quality grain than from the other.

The greatest amount of loss of solid substance during the growth on the floor was of non-nitrogenous organic matter, doubtless chiefly sugar, destroyed by decomposition, as the growth advanced.

Of nitrogenous substances, a certain but apparently not very material amount is extracted by the steep water, the partial analysis of which is given in Table VII. p. 40, in the Appendix.

During the actual processes of germination and growth, there is, so far as existing knowledge goes, no necessary loss of nitrogen unless the moist grain be allowed to get foul. Nor, perhaps, is there in the drying any really unavoidable loss; though in practice, as at present conducted, a certain amount of the young shoots or "malt-dust" (which is highly nitrogenous), always passes through the wires during the drying, and this portion would be lost as food if not as manure also.

According to the figures in the lower divisions of Tables VII. and VIII., the total loss of nitrogen or nitrogenous substances amounted in the case of barley No. 1. to about 3, and in that of barley No. 2. to about 7 per cent. of the original quantity in the grain; and whilst the screened malt from the barley No. 1. retained 90½, that from barley No. 2. only retained 85½ per cent. of the original nitrogen. Barley No. 2. was, indeed, as already stated, the thinner and the more nitrogenous. It was, moreover, one day longer on the floor, and was pronounced to be relatively to the other rather further grown, in fact rather too far, and to be somewhat exhausted and not very fresh. Hence, doubtless, the larger proportion of the nitrogen of the grain extracted by the sprouts, the larger amount in the malt-dust, and the larger amount of the latter (and so of nitrogenous substance) detached and lost in the manipulations in the kiln-drying.

It may be remarked that in the experiments made at Rothamsted on this subject in 1849 (the results of which are given in Table IX. p. 41 in the Appendix), the proportion of the nitrogen of the original grain retained by the screened malt was 86½ per cent., that recovered in the malt and kiln-dust was nearly 10 per cent., and that totally lost was about 3½ per cent. In this case, however, the grain was rather longer (about 16 days) on the floor.

Of mineral matter the necessary loss will be confined to that extracted by the steep-water, and to the amount contained in that portion of the 'dust' which passes through the wires during the drying in the kiln.

It may, perhaps, be safely concluded, that if malt were manufactured for feeding, the growth would not be carried so far as it is for brewing purposes; that, if screened, the malt would retain over 90, and perhaps sometimes nearer 95 per cent. of the original nitrogen of the grain; and that, including the malt-dust as a product of the process, about 98 per cent. of the total nitrogen of the grain might be recovered, leaving only about 2 per cent. as the probable average loss by extraction by the steep-water, and by the loss of a portion of the malt-dust.

The following Table (IX.) gives a condensed view of the products and loss from 100 lbs. of barley in each of the two experiments.

Table IX.

Showing the Products and Loss on Malting 100 lbs. of Barley.

		Barley No. 1.	Barley No. 2.
Malt		78·93	74·62
Malt-dust		2·20	3·21
Total Products		81·13	77·83
Loss	Moisture	12·12	15·03
	Non-nitrogenous vegetable substance	6·21	6·34
	Nitrogenous substance	0·24	0·73
	Mineral matter	0·30	0·07†
		100·00	100·00

* The figures do not indeed show a loss of mineral matter by steeping in the case of the second quality barley; but, inasmuch as the so-called "mineral matter" was the crude ash determined by burning, and the samples were not free from more or less of incombustible impurity, this would account for some discrepancy in the figures in relation to mineral matter.

† See foot note above.

Thus, the fair malting sample (No. 1.) gave about 79 per cent. of its weight, and the feeding sample (No. 2.) only about 74½ per cent. of its weight of screened malt. Adding the malt-dust, No. 1. gave rather more than 81, and No. 2. rather less than 78 per cent. of total products. The result is, then, that even reckoning in the malt-dust as a product of the process, there was a loss on the original weight of the barley of about 19 per cent. in the one case, and of about 22 per cent. in the other. In each case about two thirds of the loss in weight (in the one rather under and in the other rather over) was only moisture driven off in the kiln-drying; but there was, besides, in each case, a loss of about 7 per cent. of real solid substance or food material, of which about 6¼ was non-nitrogenous vegetable substance, from 0¼ to 0¾ nitrogenous substance, and the remainder mineral matter.

From the above facts it will be readily understood how it is that the products of the malting process have a higher per-centage of nitrogenous or "flesh-forming" substances than the barley from which they were produced. There is, indeed, an actual loss of these substances; but inasmuch as there is a much greater loss of the non-nitrogenous matters, and a considerable dissipation of water in the kiln-drying, which together reduce the weight of the products to about 20 per cent. (less or more) below that of the barley from which they were produced, this diminished weight, though containing even a less actual amount of nitrogenous substances, nevertheless contains a higher proportion of them in 100 parts. It is obvious, therefore, as before observed, that it would be a delusion to represent the higher per-centage of nitrogenous substances in the malted grain as indicating any gain by the process, so far as the amount of those important constituents of food is concerned. There is, in fact, a loss, not a gain; but as there is a much greater loss of other matters the proportion of them in what remains is somewhat the greater.

The loss and chemical changes which barley undergoes by malting may be summarily enumerated as follow:—

1. The weight of the malt, together with the malt-dust, produced from a given quantity of barley malted in the usual way, is little more than four-fifths that of the unmalted grain; about two-thirds of the loss being water, and one-third solid substance or food material.
2. The loss of solid substance consists chiefly of non-nitrogenous matters, but includes also a small amount of nitrogenous or "flesh-forming," and mineral matters.
3. A portion of the starch of the grain is converted into dextrine, and a portion of this is further converted into sugar, the amount of which is thus raised from 2 or 3 per cent. in the raw barley, to about 10 or 12 per cent. in the finished malt; and there is, besides, an actual loss of a portion of the changed starch by further decomposition as the growth proceeds.
4. The per-centage of nitrogenous or "flesh forming" substances is higher in the diminished weight of the malted products, though the actual amount of them is less than in the raw grain from which the malt has been produced.
5. A portion of the nitrogenous substance of the grain undergoes changes by malting, by virtue of which, when the malt is digested with water, not only the previously unchanged starch of the malt itself, but the starch of a considerable amount of unmalted grain or other starchy substances mixed with it, may become converted into the more soluble forms of dextrine and sugar; the conversion taking place but slowly if cold water be employed, and the most rapidly at a temperature of about 170° F.
6. If grain were largely malted for feeding, it is probable that the growth would not be carried so far as in malting for brewing purposes, and in that case the loss of food material would be less.

The question arises—whether, by the conversion of a portion of the starch of grain into the more soluble forms of dextrine and sugar by malting, or by the property which, under certain conditions, malted grain possesses of furthering this change, not only in its own remaining starch, but also in the starch of unmalted grain or other starchy food mixed with it, a given amount of food is thereby rendered of so much more feeding value as to compensate for the loss of food substance and the expense of the process, and leave a profit besides?

This question must be answered by means of direct feeding experiments, and we now proceed to give the results of those which have been made in the course of the inquiry to which this Report has special reference.

II.—The Feeding Experiments in 1863–4.

From the facts brought out in the foregoing Section, it is obvious that, in experiments on the comparative feeding values of unmalted and malted grain, it would be quite fallacious to compare the effects of a given amount of the raw with those of an equal weight of the malted grain, without taking into account the great loss of weight in the malting. In most of the experiments to which this Report refers, therefore, a certain quantity of unmalted barley (with other appropriate food) was given to one lot of animals, and to another similar lot (having the same additional food) there was given, instead of the whole or a part of the unmalted barley, not an equal weight of the malted but only so much malt and malt-dust as were found to be produced from the quantity of raw barley for which the malted was to be substituted. In some cases, however, the barley and the malt (with its dust) were each given separately, ad libitum, and the amount of barley which the consumed malt and dust represented was calculated.

It was so arranged that, in some of the experiments the malt should constitute a considerable, and in others a comparatively small proportion of the total food. The data were thus provided for judging, both of the value of malt itself as a staple food compared with raw barley, and also whether or not the admixture of a certain amount of malt probably served to render other food more digestible and assimilable.

From what has been said of the properties of an infusion of malt in converting starch into the more soluble forms of dextrine and sugar, it is obvious that for the full development of the change in the food of malt-fed animals before giving it to them, it should be submitted to a process of cooking; but, if it had been decided to cook the food of the malt-fed animals, it would have been necessary, for the sake of fair comparison, to have cooked that of the barley-fed ones also; and this would have required a duplication of most, if not all, of the feeding experiments—an extension of the inquiry which could not easily be undertaken. It was understood that the main question at issue was that of the advantage, or otherwise, of feeding animals with grain malted instead of unmalted, assuming it to be in other respects in the same condition as the unmalted grain would usually be given; and it was considered that to introduce the question of cooking would be to go beyond both the legitimate, and the most important object of the inquiry. Furthermore, as starch is known rapidly to change into sugar within the animal body, it was obviously a question whether the use of malt, if beneficial at all, might not be so by accelerating this change within the body, as, when mixed with water, it induces it without the body, especially when aided by a certain amount of heat.

The description and number of animals subjected to experiment, and the duration of each experiment, were as follow:—

20 cows, in two lots of 10 each	-	10 weeks.
20 oxen, in two lots of 10 each	-	20 „
60 sheep, in five lots of 12 each	-	20 „
48 pigs, in six lots of 8 each	-	10 „

The following is the description of the plan and results of each set of experiments.

1. *The Experiments with Milking Cows.*

Application being made to James Archibald Campbell, Esquire, of Rugby, he kindly placed his numerous herd of milking cows at disposal for the purposes of this experiment, and allowed it to be conducted in his byres, at Newlands Farm, near the town.

Two lots of 10 each having been selected, weighed, and placed apart December 1863, all received for a preliminary period of about a fortnight (during which time the milk was daily weighed) exactly the same description and amount of food, consisting of 5 lbs. rape cake and 2 lbs. bean-meal per head per day, and a mixture of clover-chaff, straw-chaff, and swedes, which averaged, of clover-chaff about 14 lbs., of straw-chaff between 7 and 8 lbs., and of swedes about 50 lbs. per head per day. The swedes were pulped, mixed with the clover and straw-chaff, the mixture slightly heated by fermentation, sprinkled with water, the meal then added, and the allowance given in three feeds daily.

On December 21, 1863, the animals were re-weighed, and with a view to greater equality in the lots, some few changes in the allotment were made; the exact experiment

was then commenced, and it was continued for 10 weeks, to February 29, 1864. Both lots continued to receive the same food as previously, excepting that Lot 1. had 3 lbs. of rape cake (per head per day), replaced by 3 lbs. of barley No. 1., and Lot 2. had 3 lbs. of cake replaced by the amount of malt and malt-dust produced from 3 lbs. of barley No. 1.

The milk of each cow was weighed morning and afternoon daily. A mixed sample of the milk of each lot was tested once a week, morning and afternoon, by the lactometer; and the animals themselves were weighed at the beginning, and at the end of the fourth, eighth, and tenth weeks.

The results of all the weighings, both of the milk and of the cows, are recorded in detail in Tables X.–XIX., pp. 42–51 in the Appendix; those obtained on testing the milk in Table XX. p. 52; and the results relating both to the food consumed and to the weights, the increase in live-weight, and the milk yielded, during the first four, the second four, the last two weeks, and the total period of the experiment, are given in Tables XXI–XXIV., pp. 53–56, also in the Appendix.

The results relating to the whole period of 10 weeks are summarized in Table X., which now follows, and with slight reference to the details in the Appendix the figures there given will bring to view most of the points to which it will be necessary here to call attention.

It should be particularly observed, that in all the tables relating to these new experiments—whether with cows, oxen, sheep, or pigs, and both in the Appendix and in the body of the Report—the figures represent, wherever malt was given, not the actual weight of malt and malt-dust consumed, but the weight of barley from which (according to Table IV. p. 10) they would be produced.

Table X.

Results obtained with COWS, on Barley and Malt "No. 1."

Period of Experiment 10 weeks, from December 21st, 1863, to February 29th, 1864.

	Food consumed.				Cows.	Weights, Increase in Live-weight, and Milk.						
						Weights.		Increase in Live-weight.		Milk yielded.		
	Total in 10 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Milk.		At Commencement.	At Conclusion.	Total in 10 Weeks.	Per 1,000 lbs. Live-weight per Week.	Total in 10 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.
Lot. 1.—10 Cows; Special Food—Unmalted Barley.												
	Lbs.	Lbs.	Lbs.	Lbs.	Nos.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
					1	1,086	1,136	50		1,311	18·8	
					2	1,044	1,114	70		2,191¼	31·3	
Barley, unmalted -	2,100	3·0	18·4	12·6	3	1,065	1,150	85		1,757¼	25·1	
Rape Cake - -	1,400	2·0	12·3	8·4	4	1,082	1,150	68		1,540¾	22·0	
Bean-Meal - -	1,400	2·0	12·3	8·4	5	1,020	1,018	−2	6·17	1,756	25·1	146
Clover-Chaff - -	9,800	14·0	85·9	58·8	6	1,164	1,312	148		1,425	20·4	
Straw-Chaff - -	5,390	7·7	47·3	32·3	7	1,260	1,398	48		1,450	20·7	
Pulped Swedes -	35,280	50·4	309·2	211·7	8	944	974	30		1,626¼	23·3	
					9	1,156	1,252	96		1,302	18·6	
					10	1,236	1,347	111		2,307½	32·9	
					Totals -	11,057	11,761	704	—	16,667¼	—	—
					Averages	1,106	1,176	70	6·17	1,666¾	23·8	146
Lot 2.—10 Cows; Special Food—Malted Barley (with Malt-dust).												
	Lbs.	Lbs.	Lbs.	Lbs.	Nos.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
					1	1,184	1,310	126		1,065¾	15·3	
					2	992	1,022	30		1,901¼	27·2	
Barley, malted (with its dust) - -	2,072*	3·0*	18·2*	13·3*	3	1,260	1,428	168		459¾	6·6	
Rape Cake - -	1,400	2·0	12·3	9·0	4	1,020	1,066	46		1,460¼	20·9	
Bean-Meal - -	1,400	2·0	12·3	9·0	5	914	936	22	6·28	1,520¼	21·8	137¼
Clover-Chaff -	9,800	14·0	86·2	62·8	6	1,316	1,396	80		1,618	23·1	
Straw-Chaff - -	5,390	7·7	47·4	34·6	7	1,008	1,076	68		1,841	26·3	
Pulped Swedes -	35,280	50·4	310·4	226·0	8	1,065	1,179	114		1,512½	21·6	
					9	1,040	1,092	52		1,995¾	28·5	
					10	1,206	1,214	8		2,225¼	31·8	
					Totals -	11,005	11,719	714	—	15,600¼	—	—
					Averages	1,101	1,172	71	6·28	1,560	22·3	137¼

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

In the experiments with cows it was designed to give to one lot an uniform amount of barley per head per day throughout the whole period, and to the other, also uniformly throughout the period, exactly as much malt and malt-dust as was produced from that amount of barley. Owing, however, to the gain of weight of the kiln-dried malt and dust by the absorption of moisture as the feeding experiment proceeded, some modification in the actual amounts given had to be made from time to time by way of compensation, and it was found by careful calculation at the conclusion that the malt-fed cows had in fact consumed somewhat less than the allotted amount when reckoned in the condition of dryness in which the produced malt was weighed, sampled, and its relation to the raw barley settled as in Table IV. p. 10. The slight irregularities in the actual weights given at the different periods as here explained are not recognised in the tables, but the total quantities consumed are equalized over the several periods. Due correction is, however, made for the slight deficiency in the total consumption of the malt and dust. Thus, as the tables show, the 10 malt-fed cows consumed in the 10 weeks malt and dust equivalent to 2,072 lbs. of barley, whereas they should have consumed the amount produced from 2,100 lbs. of barley, a difference which it will be admitted is of little or no practical importance.

The first point to remark in regard to the results obtained with the cows is, that the barley, or the malt, constituted a comparatively small proportion of the total food consumed; certainly by no means enough to nauseate or disturb the digestion by virtue of the amount of sugar supplied when malt was given, but, on the other hand, fully sufficient to increase the digestibility of the associated food materials, provided, as has been assumed, it produces that effect by virtue of its property of aiding the conversion of their starch into the more soluble conditions of dextrine and sugar.

According to the figures in the tables the 10 barley-fed cows gave, during the first period of four weeks, rather less increase in live-weight, but rather more milk, and consumed rather less food to produce a given amount of milk, than the 10 malt-fed cows; and during the second period of four, and the third period of two weeks, they gave rather more both of increase and of milk, and consumed rather less food to produce a given amount of milk.

Taking the whole period of 10 weeks the 10 barley-fed cows gave 10 lbs. less increase in live-weight, but 1,067 lbs. (more than 100 gallons) more milk, and consumed less of every description of food for the production of 100 lbs. of milk than the 10 malt-fed cows. It should be observed, however, that one of the malt-fed animals (No. 3.), being in calf, increased in live-weight very considerably, and fell off very much in yield of milk, not giving one third the average total amount of the rest, and that, if her increase, yield of milk, and proportionate amount of food, be excluded by calculation (which is perhaps the fairer course), there would then be rather less increase, but rather more milk yielded, both per head and per 1,000 lbs. live-weight per week, and slightly less food consumed to produce a given amount of milk by the malt-fed than by the barley-fed cows.

Thus, taken in the one way the results are in favour of the unmalted, and in the other of the malted grain. But a careful consideration of the facts will lead to the conclusion that the effects were so nearly equal as not to indicate any decided advantage of either over the other; and if there be no decided advantage from the use of a given amount of malted grain over that from the use of the amount of raw grain from which it would be produced, the economical advantage is of course with the unmalted, on account of the cost of the malting process.

On testing the milk of each lot of cows once a week, morning and afternoon, by the lactometer, that from the barley-fed animals invariably showed the higher proportion of cream, which again throws the balance somewhat in favour of the unmalted grain.

2. *The Experiments with fattening Oxen.*

These experiments, as well as those with sheep and pigs, were conducted at Rothamsted, Herts. Twenty-two three-year-old polled Scots were purchased, and for about a fortnight the whole were turned out to graze during the day, and were brought into the yards at night, and supplied with clover-chaff and swedes ad libitum. They were then, on November 28, 1863, all weighed, two were thrown out, and the remainder were divided into two lots of 10 each, by selecting two as nearly alike as possible taking one for each lot, and so on, giving apparently the best first to one lot and then to the other, until the whole 20 were divided. The two lots were then put, two and two, into separate compartments (each communicating with an open yard) of a shed in which the experiment was to be conducted, and they were all fed for a few days longer on clover-chaff and swedes, ad libitum.

On December 1, 1863, the animals were re-weighed, the exact experiment was then commenced, and it was continued for 20 weeks, to April 19, 1864.

During the whole of the 20 weeks Lot 1. had 4 lbs. of barley "No. 2." per head per day, and Lot 2. the amount of malt and malt-dust produced from 4 lbs. of barley "No. 2." The barley and malt were crushed. Each lot had, besides, during the first four weeks 8 lbs. of clover-chaff, during the second four weeks 10 lbs. of clover-chaff, during the next eight weeks 2 lbs. of oilcake and 12 lbs. of clover-chaff, and during the last four weeks 4 lbs. of oilcake and 12 lbs. of clover-chaff, per head per day; also cut swedes, ad libitum (but weighed), throughout the whole 20 weeks. The oxen themselves were weighed every four weeks. At the conclusion of the experiment they were killed, and the weights of the carcasses, &c., ascertained.

The details of the food consumed, of the weights, and of the increase in live-weight, during each of the five periods of four weeks each, are recorded in the five Tables XXV.—XXIX., pp. 57—61, in the Appendix; the particulars relating to the weights and increase during each separate and the total period are summarised in Table XXX., p. 62; those relating to the food consumed and increase yielded in Table XXXI., p. 63; and those relating to the dead weights in Tables XXXII and XXXIII., p. 64, also in the Appendix.

The results for the whole period of 20 weeks of feeding are further conveniently summarised in Table XI., which now follows:—

Table XI.

Results obtained with OXEN, on Barley and Malt "No. 2."

Period of Experiment 20 weeks; from December 1, 1863, to April 19, 1864.

Food consumed.					Oxen.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 20 Weeks.	Per Head per Day.	Per 1,000 Lbs. Live-weight per Week.	To produce 100 Lbs. Increase.		At Commencement.	At Conclusion.	Total in 20 Weeks.	Per Head per Week.	Per 1,000 Lbs. Live-weight per Week.
Lot 1.—10 Oxen; Special Food—Unmalted Barley.										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
Barley, unmalted - - -	5,600	4·0	22·2	165·1	1	1,151	1,404	253	12·7	
Oilcake - - -	2,240	1·6	8·9	66·0	2	1,079	1,386	307	15·4	
Clover-chaff - -	15,120	10·8	59·9	445·6	3	1,183	1,591	408	20·4	
Roots,* ad lib. - -	108,146	77·2	428·6	3187·3	4	1,097	1,404	307	15·4	
					5	1,095	1,422	327	16·4	13½
					6	1,039	1,344	305	15·3	
					7	1,152	1,566	414	20·7	
					8	1,015	1,424	409	20·5	
					9	1,102	1,482	380	19·0	
					10	1,008	1,291	283	14·2	
					Totals -	10,921	14,314	3,393		
					Averages -	1,092	1,431	339¼	17·0	13½
Lot 2.—10 Oxen; Special Food—Malted Barley (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
Barley, malted with its dust	5,600†	4·0†	22·5†	187·6†	1	1,204	1,525	321	16·1	
Oilcake - - -	2,240	1·6	9·0	75·0	2	1,057	1,422	365	18·3	
Clover-chaff - -	15,120	10·8	60·7	506·5	3	1,148	1,525	377	18·9	
Roots,* ad lib. - -	108,905	77·8	437·4	3648·4	4	1,088	1,396	308	15·4	
					5	1,176	1,444	268	13·4	
					6	1,092	1,256	164	8·2	12
					7	1,078	1,346	268	13·4	
					8	1,029	1,252	223	11·2	
					9	1,078	1,385	307	15·4	
					10	1,008	1,392	384	19·2	
					Totals -	10,958	13,943	2,985		
					Averages -	1,096	1,394	298½	14·9	12

* Swedes the first four months; about one-fourth swedes and three-fourths mangolds the last month.

† These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

As in the case of the cows, so in that of the oxen (and indeed of the sheep also), some allowance was made during the course of the experiment to compensate for the progressive

gain of moisture by the malt; but in the tables no account is taken of the extra weight given for this purpose, the figures there given representing the quantities of the malt reckoned in the state of dryness in which it was originally sampled and allotted, the total quantity consumed being equalized over the several periods, as was in reality very nearly the case.

As already stated the quantity of malt and dust given per head per day to the malt-fed oxen was that which would be produced from 4 lbs. of barley. This, though not enough to nauseate, was more than enough on the assumption of its acting by aiding the digestion of other food, and it was also quite as much as would ordinarily be given of any cereal grain, it being admittedly preferable to give a mixed food, including such matters as cake or pulse.

Little need be said on the progress of the animals during each separate monthly period. As is always the case, it varied considerably among the individuals of each lot; though the average increase per head was, with each lot, comparatively uniform during each of the first three months; with both, and the most with Lot 1. having the barley, it fell off considerably during the fourth period, owing, it was believed, to deterioration in the swedes, but with both it recovered considerably, more especially with Lot 1., during the last month, when the roots given consisted in part of mangolds.

Directing attention to the total and average results over the whole period, as given in Table XI., it is worthy of remark that, although the roots were given ad libitum, the two lots consumed in the 20 weeks within 7 cwts. of the same amount; the ten malt-fed oxen taking about that amount more than the 10 barley-fed ones. The fact is, that, if not the actual weight of malt consumed, but, as in the Table, the amount of barley from which it would be produced be reckoned against the malt-fed animals, more food was expended upon them per 1,000 lbs. live-weight per week, that is in relation to a given live-weight within a given time, than upon the others; though in reality they received even slightly less solid matter, that is, reckoning the malt as such instead of as representing so much barley.

Both lots of oxen gave more than an average amount of increase, whether reckoned in proportion to a given live-weight within a given time, or to a given amount of food consumed; but the 10 having the unmalted barley gave during the 20 weeks 408 lbs. more increase in live-weight than those having an equal amount of the same barley malted. The result was, that, whether only the actual weight of malt, or the weight of barley from which it would be produced, be reckoned against the malt-fed oxen, they required more total food, and more real dry substance of food, to produce a given amount of increase in live-weight than the barley-fed oxen.

The difference in the amount of increase produced from a given amount of food in the two cases was indeed not great, but such as it was it was unfavourable to the malted grain; and it may be observed that, on several occasions during the course of the experiments, experienced breeders and feeders who inspected the animals, whilst approving of the selection and allotment, expressed a decided opinion in favour of the appearance and handling of the barley-fed oxen, and frequently so in opposition to their own preconceived views on the subject.

At the conclusion of the 20 weeks of feeding the beasts were only moderately fat; but as it was desirable to close the experiment then, they were at once sent to the butcher, in order, if possible, to gain further information as to the comparative character and ripeness of the two lots than that afforded by the increase in live-weight alone.

Mr. Slater, of Kensington, who purchased the whole, was good enough to afford every facility for weighing the several parts of each animal as might be desired, and also favoured us with his opinion of the quality of the meat.

The feeding experiment was concluded on April 19, 1864. The first five of the barley-fed oxen were killed on April 20, the first five of the malt-fed on April 21, the second five of the barley-fed on April 22, and the second five of the malt-fed on April 23.

The actual weights of the animals, and of some of their separated parts, are recorded in Table XXXII., and the proportion of the carcass, and of the several offal parts, in 100 live-weight, in Table XXXIII., in the Appendix.

The per-centage of the dead or carcass weight to the live-weight of each animal—the most important item to consider—is given in Table XII., which now follows :—

Table XII.

Per-centages of Dead or Carcass Weights (cold) in unfasted Live-weights.

OXEN.

Nos.	Per Cent. Carcass in unfasted Live-weight.	
	Lot 1.—Unmalted Barley (No. 2.)	Lot. 2.—Malted Barley (No. 2.)
1	53·6	51·1
2	58·0	56·4
3	57·7	53·0
4	57·7	56·0
5	56·5	57·1
6	55·7	55·3
7	54·8	53·1
8	56·5	57·7
9	58·3	56·0
10	57·6	56·6
Mean -	56·6	55·6

The proportion of dead or carcass weight to live-weight, as was to be expected, ranged rather low throughout; but it was, on the average, and pretty uniformly with each pair of animals, in favour of the barley-fed over the malt-fed oxen.

Mr. Slater's report on the meat of the different lots was, that the beef of one (No. 3.) of the first five of the barley-fed oxen was very good, but that that of the remaining four was of only useful quality, and cut too pale in the lean; and that that of the second five of the same lot was not quite so good; that the meat of the first five of the malt-fed animals cut a very good colour both in the fat and the lean, and was decidedly preferable to that of the first five of the barley-fed, but that the carcasses of the other five of the malt-fed oxen were very indifferent in point of ripeness; indeed, he concluded that all required six weeks or two months more feeding to rank as first quality beef.

The result was, then, that none of the oxen were ripe enough; that the barley-fed animals were the most even in condition and quality; but that among the malt-fed ones the beef of some was decidedly superior, and that of others decidedly inferior, to that of any of the barley-fed animals. From this it would seem as if the result had been more influenced by the constitution and condition of the individual animals in the case of the malt than of the barley-fed oxen; and it is worthy of remark that of the 10 malt-fed ones it was the five that were the heaviest, and in the best condition at the commencement, and not the more backward or weakly animals, that gave the best result upon the malt diet.

To conclude, the results of the experiments with oxen may be briefly summarised as follows:—the barley-fed animals gave slightly more increase in live-weight, and a slightly higher proportion of dead-weight to live-weight than the malt-fed ones; none were fully ripe; the progress and condition of the barley-fed oxen were the more uniform, but some of the malt-fed were in better and others in worse condition than any of the barley-fed animals.

3. *The Experiments with fattening Sheep.*

From a flock of about 90 Down Wethers, about 10 months old, five lots of 12 each were selected by picking out five of nearly equal weight and character, allotting one for each pen, and so on until there were 12 in each. Each of the lots was put into a separate compartment, on rafters, under cover. For a preliminary period of about a fortnight all were fed alike on about $\frac{3}{4}$ lb. cotton cake, and $\frac{3}{4}$ lb. clover-chaff, per head per day, with cut swedes ad libitum.

On December 2, 1863, all were re-weighed, and the exact experiment was then commenced. From that date, for 20 weeks (to April 20, 1864), all had 1 lb. of clover-chaff per head per day, and cut swedes (or mangolds) ad libitum; and the respective lots had, besides, as their special food, unmalted or malted barley, as under:—

Lot 1. Unmalted barley No. 1.; for 16 weeks $\frac{3}{4}$ lb., and for the remaining four weeks 1 lb. per head per day.

Lot 2. Malt and malt-dust from barley No. 1.; for 16 weeks an amount per head per day equal to that produced from $\frac{3}{4}$ lb., and for the remaining four weeks an amount equal to that produced from 1 lb. of the barley.

Lot 3. Unmalted barley No. 2.; for 16 weeks $\frac{3}{4}$ lb., and for the remaining four weeks 1 lb. per head per day.

Lot 4. Malt and malt-dust from barley No. 2.; for 16 weeks an amount per head per day equal to that produced from $\frac{3}{4}$ lb., and for the remaining four weeks an amount equal to that produced from 1 lb. of the barley.

Lot 5. A mixture of two parts unmalted barley No. 2., and of the malt and dust from one part of barley No. 2; for 16 weeks an amount of the mixture per head per day representing $\frac{3}{4}$ lb., and for the remaining four weeks an amount representing 1 lb. of the barley.

Both barley and malt were crushed. The sheep were weighed every four weeks; and at the conclusion of the 20 weeks they were all killed, and the weights of their carcasses, &c. ascertained.

The results relating to each of the five separate periods of four weeks each are recorded in the five Tables XXXIV.–XXXVIII. respectively; a summary of the weights, and of the increase during each and the total period, is given in Table XXXIX., and a summary relating to both food and increase in Table XL., all in the Appendix (pp. 65–71).

The results relating to the whole period of 20 weeks are summarised in Tables XIII. and XIV., which now follow.

From the plan given above it will be seen that these experiments with sheep comprised three directly comparative trials:—

1. Between Lot 1. with a given amount of barley No. 1., and Lot 2. with an equal amount of the same barley malted.
2. Between Lot 3. with a given amount of the feeding barley No. 2., and Lot 4. with an equal amount of the same barley malted.
3. Between Lot 3. with a given amount of barley No. 2., and Lot 5. with an equal amount of the same barley, two-thirds unmalted and one-third malted.

The only deviation from this plan was, as found by calculation at the conclusion of the experiment, that Lot 2. had, during the 20 weeks, received malt equal to only 1,326 instead of 1,344 lbs. of barley; that is, 18 lbs.=1½ lb. per head too little, which, spread over 20 weeks, would be of no consequence, and was partly compensated by the extra amount of swedes consumed.

Table XIII.

Results obtained with SHEEP, on Barley and Malt "No. 1."

Period of Experiment 20 weeks; from December 2, 1863, to April 20, 1864.

Food consumed.					Sheep.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 20 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		At Commencement.	At Conclusion.	Total in 20 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 1.—12 Sheep; Special Food—Unmalted Barley.										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
Barley, unmalted - -	1,344	0·75	4·62	269·9	1	112	142	30	1·50	1·71
Clover-chaff - -	1,680	1·0	5·77	337·3	2	101	150	49	2·45	
Roots,* ad lib. - -	18,595	11·1	63·86	3733·9	3	101	154	53	2·65	
					4	107	137	30	1·50	
					5	100	140	40	2·00	
					6	92	134	42	2·10	
					7	100	140	40	2·00	
					8	105	162	57	2·85	
					9	88	133	45	2·25	
					10	119	161	42	2·10	
					11	88	119	31	1·55	
					12	94	133	39	1·95	
					Totals -	1,207	1,705	498		
					Averages -	101	142	41½	2·08	1·71
Lot 2.—12 Sheep; Special Food—Malted Barley (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
Barley, malted, with its dust - - -	1,326†	0·75†	4·54†	263·1†	1	109	154	45	2·25	1·72
Clover-chaff - -	1,680	1·0	5·75	333·3	2	94	136	42	2·10	
Roots,* ad lib. - -	18,688	11·1	63·96	3707·9	3	96	136	40	2·00	
					4	100	140	40	2·00	
					5	119	171	52	2·60	
					6	112	161	49	2·45	
					7	94	126	32	1·60	
					8	102	137	35	1·75	
					9	105	160	55	2·75	
					10	94	128	34	1·70	
					11	96	140	44	2·20	
					12	88	124	36	1·80	
					Totals -	1,209	1,713	504		
					Averages -	101	143	42	2·10	1·72

* Swedes the first four months; about one-fourth swedes and three-fourths mangolds the last month.

† These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XIV.

Results obtained with SHEEP, on Barley and Malt "No. 2."

Period of Experiment 20 Weeks; from December 2, 1863, to April 20, 1864.

Lot 3.—12 Sheep; Special Food—Unmalted Barley.

Food consumed.					Sheep.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 20 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per week.	To produce 100 lbs. Increase.		At Commencement.	At Conclusion.	Total in 20 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
Barley, unmalted - -	1,344	0·75	4·61	267·2	1	112	163	51	2·55	1·73
Clover-chaff - -	1,680	1·0	5·76	334·0	2	112	158	46	2·30	
Roots,* ad lib. - -	18,712	11·1	64·19	3720·1	3	114	150	36	1·80	
					4	105	147	42	2·10	
					5	105	164	59	2·95	
					6	94	130	36	1·80	
					7	98	117	19	0·95	
					8	84	120	36	1·80	
					9	104	140	36	1·80	
					10	104	152	48	2·40	
					11	88	142	54	2·70	
					12	86	126	40	2·00	
					Totals -	1,206	1,709	503		
					Averages -	100	142	42	2·10	1.73

Lot 4.—12 Sheep; Special Food—Malted Barley (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
Barley, malted, with its dust - - -	1,232†	0·75†	4·61†	275·0†	1	119	150	31	1·55	1·68
Clover-chaff - -	1,540	1·0	5·77	343·9	2	114	164	50	2·50	
Roots,* ad lib. - -	16,854	10·9	63·12	3762·1	3	94	134	40	2·00	
					4‡	(102)	(95)	(—7)	—	
					5	108	157	49	2·45	
					6	91	128	37	1·85	
					7	107	144	37	1·85	
					8	91	140	49	2·45	
					9	102	140	38	1·90	
					10	94	126	32	1·60	
					11	100	146	46	2·30	
					12	91	130	39	1·95	
					Totals -	1,111	1,559	448		
					Averages -	101	142	40¾	2·04	1·68

Lot 5.—12 Sheep; Special Food—Unmalted and Malted Barley (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
Barley, unmalted - -	896	0·5	3·14	188·6	1	128	186	58	2·90	1·66
Barley, malted, with its dust - - -	448†	0·25†	1·57†	94·3†	2	114	126	12	0·60	
Clover-chaff - -	1,680	1·0	5·88	353·7	3	91	130	39	1·95	
Roots,* ad lib. - -	18,598	11·1	65·10	3915·4	4	104	142	38	1·90	
					5	94	140	46	2·30	
					6	96	145	49	2·45	
					7	94	136	42	2·10	
					8	102	146	44	2·20	
					9	91	134	43	2·15	
					10	98	133	35	1·75	
					11	88	116	28	1·40	
					12	91	132	41	2·05	
					Totals -	1,191	1,666	475		
					Averages -	99	139	39½	1·95	1·66

* Swedes the first four months; about one-fourth swedes and three-fourths mangolds the last month.

† These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

‡ No. 4. Sheep of this lot was killed 63 days after the commencement of the experiment, and its weights, and the proportional amount of food, are excluded.

The tables of detail (in the Appendix) show that all five lots gave more increase in live-weight during the first than during any of the subsequent monthly periods; and they pretty uniformly gave the least in the fourth month, when the swedes were failing; nor did they give much more in the fifth and last month, when the allowance of barley and malt were increased. But, as will be afterwards seen, the sheep were very fairly ripe, and as fattening animals approach that condition they do not show so much increase in live-weight in proportion to their real progress in accumulation of solid matter as in the earlier stages of feeding. There was, moreover, considerable variation in the rate and amount of increase among the individual animals of each lot; but by no means more than is usual when as many as a dozen animals are fed together on the same food. In fact, the average result obtained from the 12 animals in each case, and each fed for a period of 20 weeks (*see* Tables XIII. and XIV.), may be taken as very fairly indicating the comparative qualities of the different foods.

All five lots of sheep gave about an average amount of increase, reckoned both in relation to a given live-weight within a given time, and to the amount of food consumed.

The amount of malt given in experiments 2. and 4. represented three times as much barley as that given in the malted state in experiment 5., and constituted a much larger proportion of the total food than in the case of either the cows or the oxen.

There was, however, apparently no advantage gained from the larger proportion of malt in the food; for, although the sheep gave about an average, the oxen gave more than an average amount of increase.

There was, too, with the sheep, as with the oxen, comparatively little difference in the result obtained with the unmalted and malted grain. But such as it was it was more in favour of the unmalted than of the malted barley. Thus, in the comparative experiment with barley No. 1. (Lot 1. unmalted and Lot 2. malted) there was slightly more average increase per head, and, whether reckoning only the actual weight of the malt consumed, or the amount of barley from which it would be produced, against the animals, there was slightly less both of fresh food and of dry or solid matter of food consumed to produce a given amount of increase with the malted barley. But in the similar comparative experiment with barley No. 2. (Lot 3. unmalted and Lot 4. malted) the average increase per head was in a somewhat greater degree in favour of the unmalted, and there was also with it less food expended for the production of a given amount of increase. There was, too, somewhat less average increase per head, and a still larger quantity of food required to produce a given amount of increase, when two-thirds of the barley was unmalted and one-third malted (Lot 5.) than when an equal amount of the same barley was given entirely unmalted (Lot 3.) There were, indeed, both a less average increase per head, and a greater amount of food required to produce a given amount of increase where only one-third (Lot 5.), than where the whole of the barley (Lot 4.) was malted; still, the fact is, that, in both respects, both lots with malted barley (4. and 5.) gave worse results than Lot 3. which had the same description of barley entirely unmalted.

With sheep, therefore, as with oxen, there was, upon the whole, less food expended to produce a given amount of increase in live-weight when unmalted than when a corresponding amount of malted barley was given. The differences were, indeed, only slight, but the economical advantage is, of course, more in favour of the unmalted grain than the figures show, when the cost of the malting process is taken into the calculation.

At the conclusion of the feeding experiment all five lots of sheep were sold to Mr. Slater, and they were all killed within a few days of each other. The feeding experiment ended on April 20. On April 21 five of Lot 1., five of Lot 2., and five of Lot 3. were killed; on April 22 six of Lot 4., six of Lot 5., and one each of Lots 1., 2., and 3. were killed; and on April 25 the remaining six of Lot 1., six of Lot 2., six of Lot 3., five of Lot 4., and six of Lot 5. were killed.

The actual dead weights are recorded in Table XLI., and the per-centages of the carcasses and other parts, in the live-weights, in Table XLII., pp. 72 and 73, in the Appendix.

In the following Table (XV.) are summarised the per-centages of the dead or carcass weights in the unfasted live-weights of the sheep of each lot:—

Table XV.

Per-centages of Dead or Carcass Weights (cold) in unfasted Live-weights.

SHEEP.

Sheep, Nos.	Lot 1.	Lot 2.	Lot 3.	Lot 4.	Lot 5.
	Barley No. 1.		Barley No. 2.		
	Unmalted.	Malted.	Unmalted.	Malted.	⅔ Unmalted, ⅓ Malted.
1	51·4	52·0	53·4	48·7	52·2
2	49·3	47·8	51·3	48·8	52·4
3	51·3	50·0	56·0	50·8	51·5
4	53·3	51·4	55·1	*	50·7
5	49·3	52·6	51·8	51·6	47·1
6	47·8	47·2	54·6	51·6	51·7
7	52·9	54·0	54·7	49·3	50·7
8	51·9	54·0	52·5	49·3	54·1
9	54·9	53·1	54·3	52·9	52·2
10	50·9	50·8	50·0	55·6	49·6
11	50·4	53·6	50·0	51·4	50·0
12	55·6	51·6	53·2	51·5	52·3
Means	51·6	51·5	53·1	51·0	51·2

* No. 4. Sheep of this lot was killed 63 days after the commencement of the experiment.

The sheep being sold and killed without being shorn, their live-weights of course included the wool, and hence the low proportion of dead or carcass weight to live-weight in all cases. Nor was the average proportion very different with the different lots. Such as it was, however, it was slightly in favour of the unmalted barley. The highest proportion was given by Lot 3. fed on the unmalted barley No. 2. That barley, indeed, contained, as will be remembered, considerably the higher per-centage of nitrogen, and was doubtless of very good feeding quality, though much inferior to the other for the manufacture of malt for brewing purposes.

Mr. Slater reported that all the sheep were very good both as regarded size and quality; and he did not see reason to draw any distinction between the different lots further than was indicated by the weights.

Upon the whole the experiments with sheep showed very little difference between the effects of a given amount of barley, and of the malt and malt-dust produced from an equal weight of the same barley. Such as it was the advantage was with the unmalted barley, both in regard to the amount of increase in live-weight obtained, and to the proportion of dead-weight to live-weight.

4. *The Experiments with fattening Pigs.*

Fifty-two pigs were purchased for the purpose of the experiments, and all were fed for a preliminary period of about a fortnight on a mixture of equal parts barley-meal and bran, given ad libitum. They were then weighed, and six lots, of eight each, were selected, in the same manner as for the sheep, and all again fed for a few days on the same mixture of barley-meal and bran.

On December 24, 1863, all were re-weighed, and the exact experiment was commenced, and it was continued for 10 weeks, to March 3, 1864. Throughout the whole period all had 1 lb. of pea-meal per head, per day, and the respective lots had, in addition, special food, as under:—

Lot 1. Unmalted barley No. 1. ad libitum.

Lot 2. The malt (with its dust) from barley No. 1. ad libitum.

Lot 3. Unmalted barley No. 1., and the malt (with its dust) from barley No. 1., each separately, ad libitum.

Lot 4. Unmalted barley No. 2. ad libitum.

Lot 5. The malt (with its dust) from barley No. 2. ad libitum.

Lot 6. A mixture of four parts unmalted barley No. 2. with the malt and malt-dust from one part of barley No. 2. ad libitum.

The barley and the malt were each coarsely ground; and enough to last for several days being weighed out for each lot, it was mixed with water, and so given as needed. The daily allowance of pea-meal was mixed with a portion of the other food. The animals were weighed fortnightly, and at the conclusion of the 10 weeks they were all killed, and the weights of their carcasses ascertained.

Barley-meal, with or without a small proportion of pea-meal, is recognised as perhaps the most appropriate fattening food of the pig. Such a diet contains a very much larger proportion of starch than that of either cows, oxen, or sheep; and if malt given as food acted in any material or striking degree by reason of its own remaining starch, or that of accompanying food, becoming more readily digestible and assimilable, it might be assumed that it would be particularly advantageous in the characteristically starchy food of the fattening pig.

Analysis has shown that kiln-dried malt may contain nearly two-thirds its weight of unaltered starch and starch changed only into the more soluble form of dextrine, and not more than from 10 to 12 per cent. of ready formed sugar. The question arises, what proportion of the food, to act the most advantageously, should consist of malted grain, provided it were advantageous to employ it at all?

Considering that so small a proportion of the starch of raw barley is converted into sugar by malting, it seemed desirable, at any rate in some of the experiments, to give nearly the whole of the meal in the state of malt, and in others to give much less, in admixture with a considerable amount of raw grain, or other starchy food. Accordingly, as shown by the plan of the experiments with pigs, given above, besides the 1 lb. of pea-meal given per head per day to each lot of pigs, Lot. 1. had barley No. 1. ad libitum, and Lot 2. the malt (and dust) from the same barley ad libitum, thus substituting the whole of the unmalted grain of Lot 1. by malted grain, whilst the animals of Lot 3. were allowed to take of the unmalted or the malted grain at pleasure. Again, Lot 4. had barley No. 2. ad libitum, Lot 5. the malt (and dust) from barley No. 2. ad libitum, and Lot 6. a mixture of four-fifths unmalted and one-fifth malted barley No. 2. ad libitum.

The result of this arrangement was, that in the cases of Lots 2. and 5., the one with the first and the other with the second quality malt ad libitum, the malt contributed from 85 to 90 per cent. of the total dry or solid matter consumed; that in experiment 3., in which the pigs took the unmalted or the malted grain at pleasure, the dry or solid matter of the malt consumed amounted, taking the average of the whole period, to only about 13 per cent of the total solid matter of the food; and that in experiment 6., in which only one-fifth of the barley was given in the malted state, the malt contributed only between 16 and 17 per cent. of the dry or solid substance consumed.

For the sake of comparison with the above statements, it may be observed that in the experiment with cows the malt contributed only about $7\frac{1}{2}$, in that with oxen between 13 and 14, in experiments 2. and 4. with sheep between 22 and 23, and in experiment 5. with sheep only about $7\frac{1}{4}$ per cent. of the total solid matter of the food consumed. Taking all the experiments together, therefore, the proportion of the total food given as malted grain varied very considerably, contributing in several cases only from 7 to 8, and in others nearly 90 per cent. of the total solid substance of the food of the animals

It may be further remarked on this point, that although taking the average of the whole period the pigs of Lot 3., which settled for themselves the proportion of malt in their food, took only about 13 per cent. of the total solid substance in the form of malt, yet during the first fortnight they took $31\frac{3}{4}$, during the second $19\frac{1}{2}$, during the third only $3\frac{1}{2}$, during the fourth 6, and during the fifth $6\frac{1}{2}$ per cent., giving over the total period of 10 weeks the average of about 13 per cent., as above stated. It would thus appear that, pig-like, they took of the sweet malted grain to nauseation at first, they then reduced their consumption of it to a minimum, and afterwards gradually increased it in a slight degree.

The details of the feeding experiments with pigs are given in Tables XLIII.–XLIX., and those relating to their dead weights in Tables L.–LI. in the Appendix, pp. 74–82.

The results of the feeding experiments are summarized in Tables XVI. and XVII. which now follow.

Table XVI.

Results obtained with PIGS, on Barley and Malt "No. 1."

Period of Experiment 10 weeks; from December 24, 1863, to March 3, 1864.

Food consumed.					Pigs.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 10 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		At Commencement.	At Conclusion.	Total in 10 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 1.—8 Pigs; Food—Pea-meal, and Unmalted Barley.										
	Lbs.	Lbs.	Lbs.	Lbs.	Nos.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
					1	158	287	129	12·9	
					2	160	336	176	17·6	
					3	133	264	131	13·1	
Pea-meal - - -	560	1·00	3·4	47·6	4	134	287	153	15·3	7·03
Barley, unmalted, ad lib. -	4,902	8·75	29·3	416·8	5	135	270	135	13·5	
					6	122	297	175	17·5	
					7	122	241	119	11·9	
					8	122	280	158	15·8	
					Totals -	1,086	2,262	1,176		
					Averages -	136	283	147	14·7	7·03
Lot 2.—8 Pigs; Food—Pea-meal, and Malted Barley (with Malt-dust).										
	Lbs.	Lbs.	Lbs.	Lbs.	Nos.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
					1	172	290	118	11·8	
					2	144	278	134	13·4	
Pea-meal - - -	560	1·00	3·7	67·9	3	142	242	100	10·0	
					4	133	240	107	10·7	
Barley, malted, with its dust, ad lib. - -	4,381*	7·82*	29·2*	531·0*	5	120	224	94	9·4	5·50
					6	124	228	104	10·4	
					7	119	214	95	9·5	
					8	123	196	73	7·3	
					Totals -	1,087	1,912	825		
					Averages -	136	239	103	10·3	5·50
Lot 3.—8 Pigs; Food—Pea-meal, Unmalted and Malted Barley (with Malt-dust).										
	Lbs.	Lbs.	Lbs.	Lbs.	Nos.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
					1	147	280	133	13·3	
Pea-meal - - -	490	1·00	3·4	50·8	2	150	287	137	13·7	
					3†	(150)	(163)	(13)	—	
Barley, unmalted, ad lib. -	3,491	7·12	24·3	361·7	4	144	282	138	13·8	6·73
					5	129	273	144	14·4	
Barley, malted, with its dust, ad lib. - -	658*	1·34*	4·6*	68·2*	6	130	280	150	15·0	
					7	124	284	160	16·0	
					8	128	231	103	10·3	
					Totals -	952	1,917	965		
					Averages -	136	274	138	13·8	6·73

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

† No. 3. pig of this lot was killed 21 days after the commencement of the experiment; and its weights, and the proportional amount of food, are excluded.

Table XVII.

Results obtained with PIGS, on Barley and Malt "No. 2."

Period of Experiment 10 weeks; from December 24, 1863, to March 3, 1864.

Food consumed.					Pigs.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 10 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		At Commencement.	At Conclusion.	Total in 10 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 4.—8 Pigs; Food—Pea-meal, and Unmalted Barley.										
	Lbs.	Lbs.	Lbs.	Lbs.	Nos.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
					1	150	273	123	12·3	
					2	147	282	135	13·5	
Pea-meal - - -	560	1·00	3·5	52·2	3	142	306	164	16·4	
					4	140	262	122	12·2	6·61
Barley, unmalted, ad lib. -	4,527	8·08	27·9	421·9	5	136	259	123	12·3	
					6	126	245	119	11·9	
					7	133	280	147	14·7	
					8	112	252	140	14·0	
					Totals -	1,086	2,159	1,070		
					Averages -	136	270	134	13·4	6·61
Lot 5.—8 Pigs; Food—Pea-meal, and Malted Barley (with Malt-dust).										
	Lbs.	Lbs.	Lbs.	Lbs.	Nos.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
					1	156	284	128	12·8	
					2	152	294	142	14·2	
Pea-meal - - -	560	1·00	3·5	55·5	3	150	298	148	14·8	
					4	130	234	104	10·4	
Barley, malted, with its dust, ad lib. - -	5,289*	9·44*	32·7*	524·2*	5	135	262	127	12·7	6·24
					6	126	270	144	14·4	
					7	134	228	94	9·4	
					8	130	252	122	12·2	
					Totals -	1,113	2,122	1,009		
					Averages -	139	265	126	12·6	6·24
Lot 6.—8 Pigs; Food—Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley (with Malt-dust) ad lib.										
	Lbs.	Lbs.	Lbs.	Lbs.	Nos.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
					1	168	350	182	18·2	
Pea meal - - -	420	1·00	3·4	50·2	2†	(157)	(262)	(105)	—	
					3	133	250	117	11·7	
Barley, unmalted - -	2,929	6·97	24·0	350·4	4	128	270	142	14·2	6·84
					5†	(134)	(134)	(0)	—	
Barley, malted, with its dust - - -	732*	1·74*	6·0*	87·6*	6	136	283	147	14·7	
					7	128	250	122	12·2	
					8	112	238	126	12·6	
					Totals -	805	1,641	836		
					Averages -	134	273	139	13·9	6·84

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

† No. 2. pig of this lot died 43 days after the experiment commenced, and No. 5. pig was killed on the 15th day of the experiment. Their weights, and the proportional amount of food, are excluded.

Leaving the details given in the Appendix for reference, it will suffice to call attention here to the average results obtained over the total period of ten weeks in each experiment.

The pigs of Lots 1., 3., 4., and 6., which, besides the 1 lb. of pea-meal per head per day given to all, had, as their additional food, either unmalted barley entirely, or only a small proportion of malted barley, gave fully an average amount of increase, both in relation to their weight within a given time and to the amount of food consumed. Those of Lots 2. and 5., on the other hand, which had as their additional food malted barley entirely, gave a defective result in both respects; those of Lot 2., having the malt from the barley No. 1., being the worst.

There is no doubt that in the two last-mentioned experiments (2. and 5.), the proportion of saccharine matter in the total food was unnaturally large. It was probably somewhat so in experiment 6., in which the additional food consisted of four parts unmalted barley and the malt and dust from one part of barley; for when, as in experiment 3., the unmalted and malted barley were each given separately, ad libitum, although at first the animals took more than one-third from the malted, they fell off very much in their consumption of it, until, averaged over the whole ten weeks of the experiment, they had not taken quite one-sixth in the malted state. Even, however, in the two cases in which not more than one-fifth or one-sixth of the ad libitum food, or not more than one-sixth or one-seventh of the total food was in the form of malted barley, rather more food was expended to produce a given amount of increase than when the whole of the additional food was unmalted barley.

The pigs were not sent to London, but were sold and killed in the neighbourhood. The animals of pens 1., 2., 4., and 5 were killed in the evening of March 3, the feeding experiment having concluded, and the last live-weights having been taken on the morning of that day; but the pigs of pen 6. were not killed until March 7, nor those of pen 3. until March 9, so that in their cases the live-weights upon which the per-centages of the carcasses are calculated were taken some days later than the conclusion of the exact feeding experiment.

The actual live and dead weights are given in Table L., and the per-centages of the dead weights in the live-weights in Table LI., pp. 81 and 82 in the Appendix.

The per-centages of carcass or dead weight in unfasted live-weight are summarised in Table XVIII., which now follows :—

Table XVIII.

Per-centages of Dead or Carcass-weights (cold) in Unfasted Live-weights.

PIGS.

Nos.	Lot 1.	Lot 2.	Lot 3.	Lot 4.	Lot 5.	Lot 6.
	Barley No. 1.			Barley No. 2.		
	Unmalted.	Malted.	Unmalted, and Malted; each, ad lib.	Unmalted.	Malted.	Mixture: ½ Unmalted, ½ Malted.
1	79·1	78·4	76·5	78·3	80·2	78·7
2	80·7	78·2	76·2	80·0	78·0	*
3	77·3	77·7	*	77·4	78·9	76·6
4	78·1	82·9	78·2	79·9	77·1	77·9
5	77·0	77·5	77·4	78·8	78·5	*
6	80·1	79·0	78·0	80·0	77·8	75·0
7	82·6	75·0	78·1	78·7	77·9	80·5
8	79·1	80·1	77·5	76·2	75·0	78·3
Means -	79·3	78·6	77·4	78·6	77·9	77·8

The pigs had increased in frame a good deal whilst feeding on bran and barley-meal before the commencement of the experiments, and, for their size, none of them were very fat at the conclusion. The table shows that the average proportion of carcass was

* No. 3. pig of Lot 3. was killed 21 days after the commencement of the experiment; No. 2. pig of Lot 6 died 43 days after the experiment commenced; and No. 5. pig (Lot 6.) was killed on the 15th day of the experiment.

greater in pen 1., with barley No. 1. unmalted, than in either pens 2. or 3., with the same barley either entirely or in part malted. It was also greater in pen 4., with barley No. 2. unmalted, than in either pens 5. or 6., with the same barley wholly or in part malted. With both qualities of grain, however, there was a slightly better average proportion of dead weight where the whole than where only a part of the additional food consisted of malt. But it will be remembered that the amount of increase and its proportion to food consumed were notably greater with the smaller proportion of malt, and as the two Lots 3. and 6., which had the smaller proportion, were those which were not killed until several days after the conclusion of the feeding experiment, there is not the same reliance to be placed in the proportion of the carcass to the unfasted live-weights, the latter being at any rate different from those taken at the conclusion of the feeding experiment, after which the feeding was possibly not quite so regular, and the animals perhaps fuller, and, therefore, heavier in proportion to the carcass, at the time their final unfasted weights were taken.

An inspection after killing showed the comparative character of the carcasses to be as follows:—

Pen 1., with barley No. 1. unmalted;—much alike, of very good quality, but not fully ripe.

Pen 2., with barley No. 1. malted;—uneven, pig No. 1. pretty ripe, of good colour, and had a good flare, as also had pig 2., whilst Nos. 4., 5., 6., 7., and 8. appeared to have been wasting, and, as will be seen by reference to Table XLVIII. p. 79. in the Appendix, those animals, especially pig No. 4. (which, however, gave a high proportion of dead weight), fell off very much in rate of increase during the last few weeks of feeding.

Pen 3., with barley No. 1. unmalted and malted each ad libitum;—pork very firm, and of good quality; flesh very white.

Pen 4., barley No. 2. unmalted;—pork very good, and but little difference among the individuals of the pen.

Pen 5., barley No. 2. malted;—pork of very good quality.

Pen 6., barley No. 2., four-fifths unmalted and one-fifth malted;—pork very white in the flesh, and of very good quality.

The general result with the pigs was:—that more increase in live-weight, and more meat, were obtained from a given amount of barley unmalted than from an equal amount of the same barley malted; that the progress of the animals, and the quality of the meat, were less uniform when a considerable quantity of malted barley was given; that when only a moderate quantity of malt was given the quality of the meat was very good; and lastly, that, considering the difference in the amount of increase in live-weight yielded for a given amount of food consumed, there was comparatively little difference in the proportion of dead weight to live with the unmalted and the malted barley, but such as it was it was in favour of the unmalted.

SUMMARY.

The results of the whole inquiry may be briefly enumerated as follows:—

The Loss and Chemical Changes which the Grain undergoes by malting.

1. In malting barley of fair malting quality, in the usual way, there was a loss of nearly 19 per cent. of its weight, about 12 of which were water, the remaining 7 being solid matter or food-material.

2. In malting barley of good feeding but inferior malting quality, there was a loss of about 22 per cent. of its weight, of which 15 were water, and 7 solid matter or food material.

3. The loss of solid matter consisted chiefly of starch, or other non-nitrogenous substances, but comprised also a small amount of nitrogenous or "flesh-forming," and mineral matters.

4. The most characteristic change which the grain undergoes by malting is the conversion of a portion of its starch into dextrine, and the further conversion of a portion of the latter, amounting to from 8 to 10 per cent. of the grain, into sugar.

5. By malting, the grain acquires properties, by virtue of which, when the malt is digested with water, much of its own remaining starch gradually changes into dextrine and sugar; and if the digestion be aided by heat, not only the whole of the remaining starch of the malt itself, but the starch of a considerable quantity of unmalted grain or other starchy substances mixed with it, may become so converted.

6. Owing to the great loss of moisture and non-nitrogenous substances—in fact, of total weight—which grain undergoes by malting, a given weight of the malted grain contains a larger quantity of nitrogenous or "flesh-forming" substances than an equal weight of the unmalted grain; but as there is an actual loss of those substances by malting, a given weight of malt will, of course, contain less of them than the amount of barley from which it was produced.

Malting and the use of Malt for feeding.

7. It is probable that if grain were malted extensively for feeding purposes, the growth would not be carried so far as in the manufacture of malt for brewing, and the loss of solid matter or food material would, of course, be less accordingly.

8. As the "malt-dust" contains a considerable amount of food material, abstracted from the grain during growth, when malt is used for feeding the "dust" should either not be separated, or, if separated, should be given to the animals along with the screened malt.

9. Owing to the loss of weight which grain undergoes by malting, equal weights of malted and unmalted grain should not be employed in comparative feeding experiments, but only so much malt (with the dust) as would be produced from the amount of raw grain given, or to be substituted, in the parallel experiment.

10. Malt given as food to animals may be supposed to act simply by supplying more or less of the starch of the grain from which it was produced in the more soluble and, perhaps, therefore, more easily digestible conditions of dextrine and sugar, or also by aiding the conversion into dextrine and sugar of the starch of other foods given with it.

The Experiments with milking Cows.

11. A comparative experiment was made in which, besides other appropriate food, 10 cows received, for a period of 10 weeks, 3 lbs. of fair malting barley per head per day, and other 10 received the amount of malt (with its dust) produced from 3 lbs. of barley from the same stock.

12. In the experiment in which the malt was given it contributed about $7\frac{1}{2}$ per cent. of the solid matter of the total food.

13. The result was, that almost exactly the same amount of milk was yielded for a given amount of food with the unmalted and with the malted barley, but that the milk from the cows having the unmalted barley contained the higher proportion of cream.

The Experiments with fattening Oxen.

14. A comparative feeding experiment was made for a period of 20 weeks, in which, with other appropriate food, 10 oxen received 4 lbs. of good feeding barley per head per day, and other 10 the amount of malt (with its dust) produced from 4 lbs. of barley from the same stock.

15. In the experiment with malt it contributed about $13\frac{1}{2}$ per cent. of the dry or solid substance of the food.

16. Both lots of oxen gave more than an average amount of increase, whether reckoned in proportion to a given live-weight within a given time, or to a given amount of food consumed; but the 10 having the unmalted barley gave rather more than those having the malted.

17. The barley-fed oxen also gave rather the higher proportion of dead-weight to live, and, although neither lot was fully ripe, the barley-fed animals were more even in condition and quality than the others; but the beef of some of the malt-fed ones was decidedly superior in point of ripeness and quality, and that of others decidedly inferior to that of any of the barley-fed oxen.

18. It would seem, therefore, that the effect of the malt as food was more dependent on the constitution and condition of the individual animals than was that of the barley; and it should be remarked that the oxen which fattened the best upon the malt were not the most backward or weakly animals, but those which were the heaviest and in the best condition at the commencement.

The Experiments with fattening Sheep.

19. Comparative experiments were made for a period of 20 weeks with five lots of sheep, of 12 each. Besides other appropriate food given equally to all, the allowance per head per day was—to Lot 1. from $\frac{3}{4}$ to 1 lb. of fair malting barley; to Lot 2. the malt (with its dust) from an equal amount of the same barley; to Lot 3. from $\frac{3}{4}$ to 1 lb. of good feeding barley; to Lot 4. the malt (with its dust) from an equal amount of the same barley; and to Lot 5. an equal amount of the same barley, two-thirds unmalted and one-third malted.

20. In experiments 2. and 4., the malt contributed about $22\frac{1}{2}$ per cent., and in experiment 5. about $7\frac{1}{2}$ per cent., of the dry or solid substance of the food.

21. All five lots of sheep gave about an average amount of increase; there was very little difference in the result obtained with the unmalted and the malted grain; but such as it was it was rather in favour of the unmalted.

22. The mutton of all five lots was of very good quality; there was no appreciable difference between the lots in this respect, but the barley-fed animals gave slightly the higher proportion of dead-weight to live-weight.

The Experiments with fattening Pigs.

23. The appropriate food of the fattening pig contains a larger proportion of starch than does that of either cows, oxen, or sheep. If, therefore, the starch of food be rendered more digestible and assimilable by its artificial conversion into the more soluble forms of dextrine and sugar, it might be supposed that it would be peculiarly advantageous to malt a part, or the whole, of the characteristically starchy food of the fattening pig.

24. Experiments were made for a period of 10 weeks with six lots of pigs of eight each. Besides 1 lb. of pea-meal per head per day given to all—Lot 1. had crushed malting barley, Lot 2. the crushed malt (with its dust) from the same barley, and Lot 3. the unmalted and the malted barley, each separately, ad libitum; Lot 4. had crushed feeding barley, Lot 5. the crushed malt (with its dust) from the same barley, Lot 6. the same barley, four-fifths unmalted and one-fifth malted, ad libitum.

25. In experiment 2. the malt contributed $87\frac{1}{2}$, in experiment 3. about 13, in experiment 5. about 89, and in experiment 6. about $16\frac{1}{2}$ per cent., of the dry or solid substance of the food.

26. The pigs having pea-meal and entirely unmalted barley (Lots 1. and 4.) gave a full average amount of increase, both in relation to a given live-weight within a given time, and to a given amount of food consumed; those having only a small proportion of malted barley (Lots 3. and 6.) increased in both respects, nearly, but not quite, as well; but those having the pea-meal and entirely malted barley (Lots 2. and 5., more especially Lot 2.), gave less increase in relation to a given live-weight within a given time, and required the expenditure of considerably more barley to produce a given amount of increase.

27. The pigs having the unmalted barley (Lots 1. and 4.) also gave the best average proportion of dead-weight to live-weight, and their pork was of very good quality; and with the exception of Lot 2. having (besides the pea-meal) entirely malted barley No. 1., the pork of the other lots was also of very good quality, but the more evenly so where only a small proportion of malt was given (Lots 3. and 6.)

General Conclusions.

28. The general conclusion from the results of the direct experiments with cows, oxen, sheep, and pigs, is, that a given weight of barley is more productive, both of the milk of cows, and of the increase in live-weight of fattening animals, than the amount of malt and malt-dust that would be produced from it.

29. The results of these new experiments, as here stated, are consistent with those obtained in an official inquiry conducted, in 1845–6, by the Drs. Thomas and Robert Dundas Thomson, with cows and with oxen. They are consistent with the results of experiments made at Rothamsted, in 1848 and 1849, with sheep; and also with those of others made in 1854 with pigs, in which some were fed on sugar.

30. Wherever weights have been taken as a measure of the effects produced, experience hitherto has failed to show any advantage in malt over the amount of barley from which it would be produced, as a staple food for healthy milking cows or fattening animals; and, if no advantage, there must, in point of economy, be a loss, on account of the cost of the malting process.

31. Irrespectively of economy, malt is undoubtedly a very good food for stock; and common experience seems to show that a certain amount of it is beneficial when given in admixture, and in change, with other food, to young or weakly animals, or in "making up" or "finishing" for exhibition or sale; that is, when the object is to produce a particular result irrespective of the economy required in ordinary feeding.

Rothamsted, Herts, August, 1865. JOHN BENNET LAWES.

APPENDIX.

The Determination of the Sugar in the Barley, and in the Products of the Malting Process.

As each of the several methods for the quantitative estimation of sugar seemed possibly open to some objection when applied to complex solutions such as the extract of malted grain, or malt-dust, it was decided, for the sake of confirmation, in all cases to adopt two methods, and always to make at least two experiments with each. The following is an outline of the methods adopted; and in Table 1 (p. 37) are given the results of each individual experiment.

1. *Determination by the Fermentation and Alcohol Method.*

The grain, unmalted or malted as the case might be, being finely ground, 630 grains were stirred up with 200 septems* of cold water, and the mixture allowed to stand for about an hour. It was then well rubbed in a mortar, and transferred to a bottle, 1,000 septems of water being used in rinsing the mixture into the bottle, and then 500 septems more were added, making in all 1,700 septems of water and 630 grains of substance. The mixtures were generally made about the middle of the day, well shaken at intervals throughout the afternoon, and then allowed to stand to settle till the next morning, when as much as possible of the supernatant liquid was removed by means of a syphon. The solutions were turbid, but did not react with iodine. To 1,000 septems 100 septems of lime-water were added, and the mixture was very slightly warmed to expedite precipitation, after which there remained a perfectly clear, but coloured supernatant liquid. Of this, 700 septems were taken for fermentation, and the remainder was left for the determination of the sugar by the copper method.

In the preparation of the extract from the malt-dust some deviation from the above mode of procedure was made. In its case, 200 septems of *milk* of lime were added to 800 septems of the original infusion, and, after filtration, only 600 septems of the liquid were taken for fermentation, the remainder, as before, being left for the copper method.

From the above figures it results that the extract submitted to fermentation represented, in the case of the malt-dust, 177·9 grains, and in that of the barley and of the other products of the malting process, 235·8 grains of original substance.

The yeast employed was pressed in a cloth, or between blotting paper, and then well mixed before being weighed out for use. Of the so prepared yeast 90 grains were employed for each fermentation; and two lots, of 90 grains each, were always mixed with water, and left to ferment side by side with the fermenting extracts, the whole being maintained as nearly as possibly at a temperature of 78° F.

At the conclusion of the fermentation, each fluid was submitted to distillation, and the distillate was weighed in a 1,000-grain bottle, in successive quantities as it was collected, until the specific gravity showed that only pure water came over. The sum of the attenuation of the several separately weighed lots of the distillate, less that of the distillate from the yeast fermented with pure water, gave the total attenuation in 1,000 grain measures due to the alcohol formed from the sugar of the substance experimented upon. The amount of proof spirit which 1,000 grain measures of spirit of the attenuation thus found being ascertained by reference to Bate's Tables (and interpolation), it only remained to calculate the amount of alcohol which that amount of proof spirit represented, and then the amount of sugar (dry malt- or grape-sugar = $C_{12}\,H_{12}\,O_{12}$) to which the amount of alcohol was equivalent, thus:—

$$\frac{x \times 180}{92} = \text{Malt-sugar.}$$

2. *Determination by the Copper Method.*

A standard solution was made by dissolving, separately, in water:—

245 grains of crystallized sulphate of copper,
700 grains of crystallized tartaric acid,
840 grains of fused caustic soda,

mixing the solutions, and making up with water to 1,000 septems at 62° F.

According to calculation, on the assumption that 1 equivalent of grape sugar would reduce 10 equivalents of oxide of copper, 100 septems of this solution should indicate 3·535 grains, or 1 septem ·03535 grain of grape-sugar.

Another standard solution was made by dissolving—

242·98 grains of crystallized sulphate of copper,
700 grains of crystallized tartaric acid,
840 grains of fused caustic soda,

and making up to 1,000 septems. Of this solution 100 septems represented, by calculation, 3·506 grains, or 1 septem ·03506 grain of grape-sugar.

* 1 septem measure = 7 grains, or $\frac{1}{1000}$th of a pound avoirdupois, of water.

The actual value of each of these solutions was determined from time to time by means of a solution made by dissolving 10 grains of pure cane sugar in 2 or 3 ounces of water, adding 20 or 30 drops of strong sulphuric acid (previously diluted), boiling for a short time to convert the cane sugar into grape-sugar, and when cold making up to 500 septem measures with water. Each septem of this solution represented, therefore, ·02 grain of cane-sugar, or

$$\frac{\cdot 02 \times 180}{171} = \cdot 02105 \text{ grain dry grape-sugar.}$$

In testing the value of the solutions, or in actual working, 50 or 100 septem measures of the copper solution were put into a small flask and heated by means of a water bath. The solution of sugar, or prepared grain-extract, was then allowed to flow in by degrees from a burette, until the point of saturation was attained. Even with the solutions of pure sugar, it was difficult to determine by the eye when the whole of the copper was precipitated, nearer than by one or two septems of the solution; and with the coloured grain-extracts the difficulty, and range of error in reading, were, of course, increased. In practice it was found necessary, as the point of saturation was approached, from time to time to remove a few drops, filter, and test by a solution of yellow prussiate of potass.

The Determination of the Woody-fibre, in the Barley, and in the Products of the Malting Process.

For each determination 12 grammes (185·2 grains) of the finely ground substance were taken. 1,200 septems of dilute sulphuric acid, made by mixing 1 volume of oil of vitriol and 16 volumes of water, were put into a flask with a wide mouth closed by means of a small funnel to prevent loss by evaporation, and then heated to the boiling point. The substance was then added, the mixture well shaken, kept at the boiling point for precisely 15 minutes, filtered immediately, and washed with hot water until the washings no longer reddened blue litmus paper. The solid matter was then washed from the filter by means of hot water, and more hot water added to make up to the same volume as before, namely, 1,200 septems. The mixture being brought to the boiling point, in the flask as before, there was then added exactly sufficient of a concentrated solution of caustic potass of known strength to bring the whole to 1 per cent. alkali. This was then boiled for precisely 15 minutes, the supernatant fluid filtered as rapidly as possible (the filtration being much expedited by pouring boiling water into the filter along with the fluid), and finally the solid matter transferred to the filter, and washed as rapidly as possible with boiling water. The washing was continued until the filtrate no longer turned reddened litmus paper blue; then 2 or 3 drops of dilute sulphuric acid were added, and the washing continued with boiling water until the washings no longer turned blue litmus paper red. The residue on the filter was then transferred to a small covered crucible, dried at 212°, and weighed, the result representing crude woody-fibre. Of this, a weighed portion was burnt, to determine the amount of mineral matter; another portion was taken for the determination of nitrogen, which, multiplied by 6·3 gave the amount of nitrogenous substance. The amount of mineral and nitrogenous matters so determined were then deducted, by calculation, from the crude woody-fibre, the remainder representing the woody-fibre as entered in Table II. p. 38.

Table I.

Showing the Determinations of Sugar, in the Barley, and in the Products of the Malting Process.

Particulars of Sampling.			Per Cent. dry Substance in the Condition of Dryness as analysed.	Per Cent. Sugar.											
				In the Condition of Dryness as analysed.									Mean, by the Two Methods.		
				By Fermentation and Alcohol Method.				By Copper Method.				Mean by the Two Methods.	In Condition of Moisture as sampled.	In the Dry Substance.	In the Barley, Malt, and Dust, as sampled; in others in same Dryness as Malt.
Dates of Sampling.	Number of Days growing.	Description.		Expt. 1.	Expt. 2.	Expt. 3.	Mean.	Expt. 1.	Expt. 2.	Expt. 3.	Mean.				
Barley "No. 1."															
Oct. 30	—	Barley	92·1	2·53	2·42	2·34	2·43	2·32	2·23	2·23	2·26	2·35	2·11	2·55	2·11
Nov. 2	—	As thrown from the couch	93·9	1·56	1·56	—	1·56	1·37	1·36	—	1·37	1·47	0·89	1·56	1·46
„ 6	4½	On the floor	93·6	7·59	7·78	—	7·68	7·58	7·58	—	7·58	7·63	4·74	8·16	7·61
„ 10	8	Do.	92·7	9·35	9·54	—	9·44	9·46	9·46	—	9·46	9.45	5·95	10·19	9·51
„ 12	10½	Do. (1st third to kiln)	Not sampled.	—	—	—	—	—	—	—	—	—	—	—	—
„ 14	12½	Do. (2nd third to kiln)	94·5	11·23	11·01	—	11·12	10·94	10·94	—	10·94	11·03	6·92	11·67	10·90
„ 16	14½	Do. (3rd third to kiln)	91·6	10·89	11·01	—	10·95	11·29	11·29	—	11·29	11·12	7·23	12·14	11·33
—	—	Screened malt	91·4	10·38	10·70	10·27	10·45	10·20	10·20	10·66	10·35	10·40	10·62	11·38	10·62
—	—	Malt-dust	91·9	10·64	10·48	10·17	10·43	13·12	13·12	13·02	13·08	10·43*	10·01*	11·35*	10·01*
Barley "No. 2."															
Nov. 3	—	Barley	93·8	3·11	3·20	3·03	3·11	3·64	3·47	3·17	3·43	3·27	2·83	3·49	2·83
„ 6	—	As thrown from the couch	93·8	2·03	2·13	—	2·08	1·83	1·82	—	1·83	1·96	1·14	2·08	1·99
„ 10	4	On the floor	93 8	6·22	6·51	—	6·36	6·41	6·41	—	6·41	6·39	3·73	6·80	6·49
„ 14	8	Do.	93·6	10·27	10·38	—	10·32	10·10	10·10	—	10·10	10·21	6·13	10·91	10·40
„ 17	11	Do. (1st third to kiln)	94·4	9·88	9·74	—	9·81	10·28	10·17	—	10·22	10·02	5·95	10·60	10·11
„ 19	13	Do. (2nd third to kiln)	92·1	9·88	9·54	—	9·71	10·28	10·07	—	10·17	9·94	6·29	10·79	10·29
„ 21	15	Do. (3rd third to kiln)	93·5	10·70	10·48	—	10·59	10·95	10·95	—	10·95	10·77	6·86	11·52	10·98
—	—	Screened malt	91·4	11·01	10·70	11·11	10·94	10·59	11·01	—	10·80	10·87	11·34	11·89	11·34
—	—	Malt-dust	91·4	11·44	11·44	11·75	11·54	13·56	13·56	13·81	13·64	11·54*	10·89*	12·62*	10·89*

* In the cases of the malt-dust, the results by the fermentation and alcohol method are alone adopted ; those by the copper method being supposed to be too high owing to reduction by other matters than sugar in the malt-dust extract. The probability of this was confirmed by determinations made by extraction of the malt-dust with spirit, expulsion of the alcohol by evaporation, and submitting the residue to fermentation in the ordinary way, when the results obtained were much below those by the copper method, and corresponded fairly with those obtained by the fermentation of the usual aqueous extract.

Table II.

Showing the Determinations of Woody-fibre, in the Barley, and in the Products of the Malting Process.

Particulars of the Sampling.			Per Cent. Dry Matter in Condition as sampled.	Per Cent. Woody Fibre.				
				In the Dry Substance.			In the Condition of Moisture as sampled.	In the Barley, Malt and Dust, as sampled; in others in the same Dryness as Malt.
Dates of Sampling.	Number of Days growing.	Description		Expt. 1.	Expt. 2.	Mean.		
Barley "No. 1."								
Oct. 30		Barley	82·4	4·75	4·62	4·69	3·86	3·86
Nov. 2	—	As thrown from the couch	57·3	5·22	5·23	5·23	2·99	4·88
„ 6	4½	On the floor	58·1	4·97	4·95	4·96	2·88	4·63
„ 10	8	Ditto	58·4	5·22	5·14	5·18	3·02	4·84
„ 12	10½	Ditto (1st third to kiln)	Not sampled.	—	—	—	—	—
„ 14	12½	Ditto (2nd third to kiln)	59·3	4·88	5·07	4·98	2·95	4·65
„ 16	14½	Ditto (3rd third to kiln)	59·6	5·00	5·06	5·03	3·00	4·69
		Screened Malt	93·3	4·89	4·78	4·84	4·52	4·52
		Malt-dust	88·3	9·61	9·73	9·67	8·54	8·54
Barley "No. 2"								
Nov. 3		Barley	81·0	5·55	5·47	5·51	4·47	4·47
„ 6		As thrown from the couch	54·7	Lost.	5·61	5·61	3·07	5·34
„ 10	4	On the floor	54·9	5·25	5·20	5·22	2·87	4·98
„ 14	8	Ditto	56·2	5·61	5·60	5·60	3·15	5·34
„ 17	11	Ditto (1st third to kiln)	56·1	6·02	5·80	5·91	3·32	5·63
„ 19	13	Ditto (2nd third to kiln)	58·3	5·56	5·67	5·61	3·27	5·35
„ 21	15	Ditto (3rd third to kiln)	59·6	6·12	5·89	6·01	3·58	5·73
		Screened Malt	95·3	5·72	5·78	5·75	5·49	5·49
		Malt-dust	86·2	9·54	9·96	9·75	8·41	8·41

Table III.

Showing the Determinations of Nitrogen, in the Barley, and in the Products of the Malting Process.

Particulars of the Sampling.			Per Cent. Dry Matter, in the Condition of Moisture as sampled.	Per Cent. Nitrogen.					Per Cent. Nitrogenous Substance (N : × 6·3).		
				In the Dry Substance.							
Dates of Sampling.	Number of Days growing.	Description.		Expt. 1.	Expt. 2.	Expt. 3.	Expt. 4.	Mean.	In the Condition of Moisture as sampled.	In the Dry Substance.	In the Barley, Malt, and Dust, as sampled; in others in the same Dryness as Malt.
Barley "No. 1."											
Oct. 30		Barley	82·4	1·59	1·54	1·56	1 54	1·56	8·09	9·83	8·09
Nov. 2		As thrown from the couch	57·3	1·58	1·54	1·56	1·57	1·56	5·63	9·83	9·17
„ 6	4½	On the floor	58·1	1·51	1·59	1·59	1·60	1·57	5·75	9·89	9·23
10	8	Ditto	58·4	1·53	1·61	1·62	1·66	1·61	5·92	10·14	9·47
12	10½	Ditto (1st third to kiln)	Not sampled.	—	—	—	—	—	—	—	—
14	12½	Ditto (2nd third to kiln)	59·3	1·53	1·69	1·63	1·68	1·63	6·09	10·27	9·59
16	14½	Ditto (3rd third to kiln)	59·6	1·67	1·66	1·57	1·68	1·65	6·19	10·40	9·70
		Screened Malt	93·3	1·61	1·58	1·59	1·54	1·58	9·29	9·95	9·29
		Malt-dust	88·3	4·23	4·18	4·30	4·38	4·27	23·75	26 90	23·75
Barley "No. 2."											
Nov. 3		Barley	81·0	1·93	1·92	1·96	1·96	1·94	9·91	12·22	9·91
„ 6		As thrown from the couch	54·7	1·92	1·90	1·92	1·93	1·92	6·61	12·10	11·53
„ 10	4	On the floor	54·9	1·96	1·95	1·96	1·89	1·94	6·71	12·22	11·65
„ 14	8	Ditto	56·2	1·99	1·97	1·95	1·94	1·96	6·94	12·35	11·77
„ 17	11	Ditto (1st third to kiln	56·1	1·88	1·99	2·05	1·96	1·97	6·98	12·44	11·86
„ 19	13	Ditto (2nd third to kiln)	58·3	1·96	2·06	1·97	1·99	1·99	7·31	12·54	11·97
„ 21	15	Ditto (3rd third to kiln)	59·6	2·04	2·03	2·07	1·98	2·03	7·62	12·79	12·19
		Screened Malt	95·3	1·95	1·86	1·87	1·88	1·89	11·35	11·91	11·35
		Malt-dust	86·2	4·07	4·13	4·03	4·00	4·06	22·06	25·58	22·06

Table IV.

DETAILS of the SAMPLING, and of the DETERMINATIONS of the DRY SUBSTANCE and MINERAL MATTER (ASH) in the BARLEY, and in the PRODUCTS of the MALTING PROCESS.

Barley "No. 1."

Particulars of Sampling.			Actual Weights.				Percentages.					
							Dry in Fresh.		Ash in Fresh.		Ash in Dry.	
Dates of Sampling.	Number of Days growing.	Description.	As sampled.	Taken for drying and burning.	Dried at 212° F.	Burnt (Ash).	Each Experiment.	Mean.	Each Experiment.	Mean.	Each Experiment.	Mean.
			lbs.	ozs.	ozs.	ozs.						
Oct. 30	—	Barley - - -	25[1]	99·96	82 31	2·038	82·34	82·36	2·039	2·058	2·476	2·499
				99·96	82·34	2·076	82·37		2·077		2·521	
Nov. 2	—	As thrown from the couch	25	100·00	57·23	1·306	57·23	57·30	1·306	1·298	2·282	2·266
				100·00	57·36	1·290	57·36		1·290		2·249	
„ 6	4½	On the floor - -	25[2]	99·98	58·05	1·315	58·06	58·13	1·315	1·321	2·265	2·273
				99·98	58·18	1·327	58·19		1·327		2·281	
„ 10	8	Do. - - -	25[3]	99·97	58·29	1·365	58·31	58·35	1·365	1·359	2·342	2·329
				99·97	58·38	1·352	58·39		1·352		2·316	
„ 12	10½	Do. (1st third to kiln)	(Not sampled).									
„ 14	12½	Do. (2d third to kiln)	25[4]	99·97	59·24	1·392	59·26	59·29	1·392	1·392	2·350	2·349
				99·97	59·29	1·392	59 31		1·392		2·348	
„ 16	14½	Do. (3d third to kiln)	25[5]	99·96	59·56	1·396	59·58	59·56	1·397	1·400	2·344	2·350
				99·96	59·51	1·402	59·53		1·403		2·356	
		Screened Malt - -	25[6]	99·92	92·89	2·015	92·97	93·34	2·017	2·026	2·169	2·170
				99·92	93·63	2·032	93·71		2·034		2·170	
		Malt-dust - -	12·57[7]	49·93	44·04	3·690	88·20	88·27	7·390	7·416	8·379	8·402
				49·93	44·11	3·716	88·33		7·442		8·425	

[1] 0·169 ozs. of stones, &c., picked out. [2] 0·076 ozs. of stones, &c., picked out. [3] 0·135 ozs. of stones, &c., picked out.
[4] 0·12 „ „ [5] 0·16 „ „ [6] 0·323 „ „
[7] 0·272 „ „

Table V.

DETAILS of the SAMPLING, and of the DETERMINATIONS of the DRY SUBSTANCE and MINERAL MATTER (ASH) in the BARLEY, and in the PRODUCTS of the MALTING PROCESS.

Barley "No. 2."

Particulars of Sampling.			Actual Weights.				Percentages.					
							Dry in Fresh.		Ash in Fresh.		Ash in Dry.	
Dates of Sampling.	Number of Days growing.	Description.	As sampled.	Taken for drying and burning.	Dried at 212° F.	Burnt (Ash).	Each Experiment.	Mean.	Each Experiment.	Mean.	Each Experiment.	Mean.
			lbs.	ozs.	ozs.	ozs.						
Nov. 3	—	Barley - - -	25[1]	99·46	80·53	2·052	80·97	81·04	2·063	2·083	2·548	2·571
				99·46	80·67	2·092	81·10		2·103		2·593	
„ 6	—	As thrown from the couch	25[2]	99·72	54·58	1·420	54·73	54·68	1·424	1·415	2·602	2·588
				99·72	54·47	1·402	54·62		1·406		2·574	
„ 10	4	On the floor - -	25[3]	99·79	54·78	1·444	54·90	54·86	1·447	1·398	2·636	2·547
				99·79	54·71	1·345	54·82		1·348		2·458	
„ 14	8	Do. - - -	25[4]	99·81	55·96	1.587	56·07	56·19	1·540	1·539	2·747	2·739
				99·81	56·20	1·535	56·31		1·538		2·731	
„ 17	11	Do. (1st third to kiln)	25[5]	99·79	55·83	1·580	55·95	56·11	1·583	1·601	2·830	2·854
				99·79	56·15	1·616	56·27		1·619		2·878	
„ 19	13	Do. (2d third to kiln)	25[6]	99·78	58·06	1·675	58·18	58·26	1·679	1·656	2·885	2·841
				99·78	58·22	1·628	58·34		1·632		2·797	
„ 21	15	Do. (3d third to kiln)	25[7]	99·74	59·35	1·653	59·51	59·59	1·657	1·676	2·785	2·813
				99·74	59·51	1.690	59·67		1·694		2·840	
		Screened Malt - -	25[8]	99·57	94·81	2·325	95·22	95·33	2·335	2·366	2·452	2·481
				99·57	95·01	2·386	95·43		2·396		2·511	
		Malt-dust - -	12·59[9]	49·69	42·88	3·830	86·31	86·23	7·708	7·821	8·931	9·076
				49·69	42·81	3·942	86·15		7·934		9·209	

[1] 2·158 ozs. of stones, &c., picked out. [2] 1·104 ozs. of stones, &c., picked out. [3] 0·845 ozs. of stones, &c., picked out.
[4] 0·771 „ „ [5] 0·855 „ „ [6] 0·869 „ „
[7] 1·043 „ „ [8] 1·73 „ „ [9] 1·256 „ „

Table VI.

Showing the actual Weights of the Barley, Malt (and intermediate Products), and also the Quantities of each, and of some of their Constituents, as corrected by Calculation for the Amounts removed as Samples during the Malting Process.

Particulars of the Sampling.			Actual Weights.				Quantities as corrected for Samples taken.				
Dates of Sampling (1863.)	Number of Days growing.	Description.	Number of Bushels.	Weight per Bushel.	Total Weight.	Taken for Samples.	In Condition of Moisture as sampled.	Total Dry Substance.	Mineral Matter (Ash).	Dry Organic Matter.	Nitrogen.
Barley, "No. 1."											
				lbs. ozs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Oct. 30		Barley - - -	280	54 10	15,295	—	15,295	12,597	314¾	12,282¼	196·5
Nov. 2		As thrown from the couch	401	54 9·74	21,898	25	21,898	12,547½	284¼	12,263½	195·7
„ 6	4½	On the floor - -	508	42 3	21,434	25	21,458½	12,473¾	283½	12,190¼	195·8
„ 10	8	Do. - - -	547	37 12	20,657¼	25	20,705	12,081¼	281½	11,799¾	194·5
„ 12	10½	Do. (1st third to kiln)	—	—	—	—	—	—	—	—	—
„ 14	12½	Do. (2nd third to kiln)	—	—	—	25	—	—	—	—	—
„ 16	14½	Do. (3rd third to kiln)	—	—	—	25	—	—	—	—	—
		Screened malt - -	290	41 10	12,002½	—	12,072½	11,268½	244½	11,024	178·0
		Malt-dust - -			334	—	336	296½	25	271½	12·7
							12,406½	11,565	269½	11,295½	190·7
Barley, "No. 2."											
				lbs. ozs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Nov. 3		Barley - - -	280	50 10	14,175	—	14,175	11,487½	295¼	11,192¼	222·9
„ 6		As thrown from the couch	397	52 9·1	20,869¾	25	20,869¾	11,411½	295¼	11,116¼	219·1
„ 10	4	On the floor - -	—	—	—	25	—	—	—	—	—
„ 14	8	Do. - - -	594¾	32 15·4	19,606	25	19,653¾	11,043½	302½	10,741	216·5
„ 17	11	Do. (1st third to kiln)	—	—	—	25	—	—	—	—	—
„ 19	13	Do. (2nd third to kiln)	—	—	—	25	—	—	—	—	—
„ 21	15	Do. (3rd third to kiln)	—	—	—	25	—	—	—	—	—
		Screened malt - -	284	37 4	10,499	—	10,578	10,084	250¼	9,833¾	190·6
		Malt-dust - -			451	—	454½	392	35½	356½	15·9
							11,032½	10,476	285¾	10,190¼	206·5

Table VII.

Results of the partial Analysis of Water before and after being used for "Steeping" Barley.

Constituents.	Grains per Gallon.
Pump Water before being used for Steeping.	
Organic matter - - -	2·79
Mineral matter - - - -	26·30
Total solid matter -	29·09
Water from the Cistern after Steeping.	
Organic matter - - -	265·05 [2]
Mineral matter - - - -	155·70
Total solid matter -	420·75

[2] Containing Nitrogen 8·62 = Nitrogenous substance 54·31.

Table VIII.

Results of the partial Analysis of the Barley, Malt, and Malt-dust (and intermediate Products) used in Experiments with SHEEP, at Rothamsted, in 1849.

	Barley before steeping.	Growing. Feb. 18; as thrown from the Couch.	Feb. 22; 4 Days on the Floor.	Feb. 26; 8 Days on the Floor.	Mar. 3; 13 Days on the Floor.	Mar. 6; 16 Days on the Floor.	Screened Malt.	Malt and Kiln-dust.
1.—In the Condition of Moisture as sampled.								
rch, sugar, woody-fibre, &c.	70·37						82·57	59·23
buminous (or "flesh-forming") matters [1]	9·14						10·21	25·83
neral matter (ash)	2·33						2·61	8·70
Total solid matter	81·84	57·74	57·86	58·22	58·83	59·76	95·39	93·76
Moisture	18·16	42·26	42·14	41·78	41·17	40·24	4·61	6·24
Total	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
(1) Containing nitrogen.	1·45						1·62	4·10
2.—Exclusive of Moisture.								
rch, sugar, woody-fibre, &c.	85·95						86·56	63·12
buminous (or "flesh-forming") matters [2]	11·21						10·71	27·59
neral matter (ash)	2·84						2·73	9·29
Total solid matter	100·00						100·00	100·00
(2) Containing nitrogen.	1·78						1·70	4·38

Table IX.

Showing the Loss of Constituents in Malting Barley for Experiments with Sheep, at Rothamsted, in 1849.

	Barley before Steeping.	Feb. 22; 4 Days on the Floor.	Feb. 26; 8 Days on the Floor.	Mar. 3; 13 Days on the Floor.	Final Products. Screened Malt.	Malt and Kiln-dust.	Total.	Loss.
Actual Weights, Lbs.								
As sampled	7,632	10,504	10,415	10,010	5,907¾	266	6,173¾	1,458¼
Total dry or solid matter	6,246	6,078	6,063	5,889	5,635½	249½	5,885	361
Non-nitrogenous organic matter	5,371				4,878⅝	157⅜	5,036½	334½
Nitrogenous matter	697·2				602·9	68·7	671·6	25·6
Mineral matter	177·5				153·9	[1] 23·1	[1] 177·0	[1] 0·5
Proportion to 100 before steeping.								
As sampled	100	137·6	136·4	131·2	77·41	3·48	80·89	19·11
Total dry or solid matter	100	97·3	97·1	94·3	90·23	3·99	94·22	5·78
Non-nitrogenous organic matter	100				90·83	2·94	93·77	6·23
Nitrogenous matter	100				86·47	9·85	96·32	3·68
Mineral matter	100				86·70	[1] 13·01	[1] 99·71	[1] 0·29

[1] The ash from the kiln-dust included some incombustible matter from the furnace, and hence the amounts of mineral matter set down for the malt and kiln-dust, and for the total products, are somewhat too high, and the recorded loss of mineral matter is in a corresponding degree too low.

Table X.

Experiments made with COWS, at Newlands Farm, Rugby. Detailed Record of the Milk yielded, &c.

1st Week.—December 21 to December 27, 1863.

——	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Dec. 21).	Monday.		Tuesday.		Wednesday.		Thursday.		Friday.		Saturday.		Sunday.		Total in Seven Days.	Per Head per Day.
						A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
Lot 1.—Special Food.—Unmalted Barley (No. 1.); 31bs. per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Shorthorn	7	May 20	1,086	15 4	9 12	13 7	9 6	12 7	9 4	14 3	8 13	12 14	9 6	12 15	10 0	12 4	8 13	158 12	22 11
	2	Cross Shorthorn	6	October 26	1,044	19 2	14 13	18 14	14 5	18 2	15 9	17 7	15 4	17 2	14 1	17 5	15 12	17 11	13 11	220 2	32 12
	3	Cross Shorthorn	Aged	April 26	1,065	17 0	8 2	16 3	10 0	16 11	9 8	16 6	9 14	16 0	9 2	17 1	9 1	16 3	9 4	180 7	25 12
	4	Cross Shorthorn	7	April 21	1,082	13 10	8 13	13 3	9 13	13 3	10 6	14 0	10 3	14 7	10 1	14 8	8 6	14 13	10 8	165 14	23 11
	5	Cross Shorthorn	8	September 26	1,020	15 7	13 4	16 0	11 7	14 8	10 4	13 7	11 15	14 8	11 3	16 12	11 7	16 0	11 2	187 4	26 12
	6	Cross Yorkshire	7	April 14	1,164	14 9	8 3	14 6	8 9	13 15	8 10	13 11	8 0	14 0	8 4	14 11	8 5	14 6	7 13	157 6	22 8
	7	Cross Yorkshire	10	April 9	1,260	14 2	8 7	14 0	8 6	13 10	8 11	13 7	9 6	12 14	8 1	14 4	8 5	13 14	8 13	156 4	22 5
	8	Cross Ayrshire	5	June 15	944	16 8	9 6	16 9	8 15	15 5	8 12	16 1	9 6	17 1	8 9	16 12	9 3	16 10	8 12	177 13	25 6
	9	Shorthorn	4	June 15	1,156	14 10	7 7	13 7	7 14	13 11	8 0	13 6	8 11	13 5	7 8	14 3	7 1	14 4	7 5	150 12	21 9
	10	Shorthorn	7	October 29	1,236	25 12	14 3	23 7	14 1	24 0	13 10	24 7	14 4	24 6	12 6	25 8	13 4	24 2	12 6	265 12	37 15
				Totals	11,057	166 0	102 6	159 8	102 12	155 8	102 10	156 7	105 12	156 9	98 9	163 15	100 12	160 3	98 7	1,829 6	—
				Averages	1,106	16 10	10 4	15 15	10 4	15 9	10 4	15 10	10 9	15 11	9 14	16 6	10 1	16 0	9 14	182 15	26 2
Lot 2.—Special Food.—Malt and Malt Dust from 31bs. Barley (No. 1.), per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Yorkshire	8	March 10	1,184	12 0	7 8	12 0	7 1	12 7	7 0	11 10	6 15	11 15	5 6	11 4	6 9	10 0	3 7	125 2	17 14
	2	Cross Shorthorn	7	October 27	992	18 12	10 12	18 9	10 11	19 7	10 4	18 14	11 1	17 15	9 2	18 3	11 2	18 8	9 4	202 8	28 15
	3	Shorthorn	8	April 29	1,260	13 6	8 4	11 7	8 12	12 13	7 10	12 7	7 3	11 12	6 15	11 15	7 0	11 6	6 6	137 4	19 10
	4	Cross Shorthorn	7	June 19	1,020	14 12	8 12	11 15	10 9	12 4	9 12	12 5	10 6	14 9	7 6	14 14	7 15	14 0	8 8	157 15	22 9
	5	Cross Shorthorn	6	October 29	914	15 8	10 4	13 10	11 0	14 11	9 7	14 9	9 12	15 5	9 7	15 3	9 11	15 14	9 8	173 13	4 13
	6	Cross Welch	8	June 18	1,316	16 10	8 12	14 12	9 8	15 10	8 14	15 5	9 4	14 15	8 0	16 1	8 6	15 12	7 10	169 7	3
	7	Cross Shorthorn	7	June 24	1,008	16 12	9 8	16 7	10 0	16 6	9 12	16 14	10 8	17 5	9 1	17 8	10 10	18 0	8 6	187 1	26 12
	8	Cross Yorkshire	10	April 26	1,065	16 8	10 11	14 15	9 5	17 1	8 11	16 7	9 11	17 0	8 7	16 8	9 9	16 5	9 0	180 5	25 12
	9	Cross Shorthorn	6	April 19	1,040	18 14	10 8	18 2	10 13	18 0	10 10	18 8	10 13	18 12	8 5	19 0	11 0	19 7	10 2	202 14	29 0
	10	Shorthorn	9	November 20	1,206	25 4	11 13	21 14	14 5	24 0	14 0	24 15	13 14	23 6	12 4	24 15	13 4	25 0	12 1	260 15	37 4
				Totals	11,005	163 6	96 12	153 11	102 0	162 11	96 3	161 14	99 7	162 14	84 5	165 7	95 2	164 4	84 4	1,797 4	—
				Averages	1,101	16 13	9 11	15 6	10 3	16 4	9 10	16 3	9 15	16 5	8 7	16 9	9 8	16 7	8 7	179 12	25 11

TABLE XI.

EXPERIMENTS made with COWS, at NEWLANDS FARM, RUGBY. DETAILED RECORD of the MILK YIELDED, &c.

2nd Week.—December 28, 1863, to January 3, 1864.

——	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Dec. 21.)	MONDAY.		TUESDAY.		WEDNESDAY.		THURSDAY.		FRIDAY.		SATURDAY.		SUNDAY.		Total in Seven Days.	Per Head Per Day.
						A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
Lot 1.—Special Food.—Unmalted Barley (No. 1.) ; 3 lbs. per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
	1	Cross Shorthorn	7	May 20	1,086	11 8	8 10	12 10	8 1	13 0	8 7	10 9	8 8	10 6	8 0	10 3	7 0	11 8	6 2	134 8	19 3
	2	Cross Shorthorn	6	Oct. 26	1,044	18 16	14 13	19 5	14 2	18 0	15 6	18 2	14 2	19 5	14 8	17 2	15 0	17 4	13 1	229 2	32 12
	3	Cross Shorthorn	Aged	April 26	1,065	14 14	8 8	16 0	8 13	16 4	8 15	16 6	9 3	16 7	8 14	16 0	8 11	16 4	7 9	172 12	24 11
	4	Cross Shorthorn	7	April 21	1,082	13 5	8 14	13 8	8 9	13 0	8 6	12 8	9 0	13 2	9 13	13 10	8 12	13 8	8 3	154 2	22 0
	5	Cross Shorthorn	8	September 23	1,020	16 2	11 6	17 0	10 9	14 14	11 6	16 13	10 6	16 11	10 0	15 1	11 0	14 9	10 0	186 13	26 11
	6	Cross Yorkshire	7	April 14	1,164	13 9	8 3	14 2	8 4	14 6	8 3	13 13	8 8	13 11	8 0	13 0	7 7	13 2	7 0	151 4	21 10
Yield of Milk, &c.	7	Cross Yorkshire	10	April 9	1,260	13 0	7 4	13 10	8 9	13 14	8 5	13 12	8 9	13 10	8 7	13 14	7 12	12 9	7 1	150 4	21 7
	8	Cross Ayrshire	5	June 15	944	15 8	8 14	16 1	8 10	16 2	9 0	16 5	8 11	16 12	8 3	15 2	8 0	13 12	5 3	166 3	23 12
	9	Shorthorn	4	June 15	1,156	13 1	6 13	13 5	7 5	13 0	7 1	13 1	7 5	12 7	7 7	13 4	6 3	13 12	6 12	140 12	20 2
	10	Shorthorn	7	October 29	1,236	23 0	13 1	23 4	12 6	22 4	12 8	21 7	10 6	20 0	11 0	20 13	11 2	21 2	9 6	231 11	33 2
				Totals	11,057	152 15	96 6	158 13	95 4	155 12	97 7	152 12	94 10	152 7	94 4	148 1	90 15	147 6	80 5	1,717 7	—
				Averages	1,106	15 5	9 10	15 14	9 8	15 9	9 12	15 4	9 7	15 4	9 7	14 13	9 2	14 12	8 1	171 12	24 9
Lot 2.—Special Food.—Malt and Malt Dust from 3 lbs. Barley (No. 1.), per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. oz.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
	1	Cross Yorkshire	8	March 10	1,184	9 0	4 9	9 0	4 12	9 6	5 12	9 10	4 14	9 1	5 3	9 0	6 0	10 0	5 0	101 3	14 7
	2	Cross Shorthorn	7	October 27	992	17 2	10 14	19 2	10 0	17 3	10 12	18 6	9 9	18 4	9 5	17 0	7 2	17 0	8 8	190 3	27 3
	3	Shorthorn	8	April 29	1,260	10 7	6 15	10 2	6 10	10 7	6 10	10 6	8 2	9 15	5 10	8 10	5 12	8 0	4 10	112 4	16 1
	4	Cross Shorthorn	7	June 19	1,020	13 1	9 0	13 12	8 9	15 10	8 8	14 8	9 10	13 11	9 10	14 13	7 0	14 0	7 6	159 2	22 12
	5	Cross Shorthorn	6	October 29	914	15 6	8 2	14 15	9 13	15 5	9 9	15 12	8 14	16 6	7 13	16 2	8 9	15 0	8 0	169 10	24 4
	6	Cross Welsh	8	June 18	1,316	15 13	8 5	15 7	8 12	17 11	8 11	16 0	8 12	15 5	9 0	14 0	8 2	14 11	6 14	167 7	23 15
Yield of Milk, &c.	7	Cross Shorthorn	7	June 24	1,008	16 10	9 12	17 12	9 14	17 10	10 12	17 1	9 11	17 8	9 14	17 0	9 10	17 0	8 2	188 4	26 14
	8	Cross Yorkshire	10	April 23	1,065	15 4	7 9	16 0	8 9	16 2	8 9	15 0	8 7	14 12	8 9	14 13	8 12	15 12	6 8	164 10	23 8
	9	Cross Shorthorn	6	April 19	1,040	17 12	11 4	13 0	9 2	16 1	9 9	18 4	10 6	18 5	9 2	17 4	10 8	17 0	8 14	191 7	27 6
	10	Shorthorn	9	November 20	1,206	23 10	12 8	24 3	13 4	24 13	13 15	24 15	12 7	23 12	12 11	22 1	13 4	24 0	10 5	255 12	36 9
				Totals	11,005	154 1	88 14	158 5	89 5	160 4	92 11	159 14	90 12	156 15	86 13	150 11	84 11	152 7	74 3	1,699 14	—
				Averages	1,101	15 7	8 14	15 13	8 15	16 0	9 4	16 0	9 1	15 11	8 11	15 1	8 8	15 4	7 7	170 0	24 5

* Also an allowance which averaged—rape-cake, 2 lbs.; bean-meal, 2 lbs.; cloven-chaff, 14 lbs.. straw-chaff, 7·7 lbs.; and pulped swedes, 50·4 lbs. per head per day

TABLE XII.

EXPERIMENTS made with COWS, at NEWLANDS FARM, RUGBY. DETAILED RECORD of the MILK YIELDED, &c.

3rd Week.—January 4 to January 10, 1864.

—	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Dec. 21.)	MONDAY.		TUESDAY.		WEDNESDAY.		THURSDAY.		FRIDAY.		SATURDAY.		SUNDAY.		Total in Seven Days.	Per Head per Day.
						A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A,M.	P.M.	A.M.	P.M.		
Lot 1.—Special Food.—Unmalted Barley (No. 1.); 3 lbs. per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Shorthorn	7	May 20	1,086	10 4	6 3	11 6	7 0	10 4	7 6	9 1	7 4	10 0	7 1	8 8	7 9	9 0	8 6	119 4	17 1
	2	Cross Shorthorn	6	October 26	1,044	19 0	14 5	17 8	14 1	17 0	14 6	17 12	12 10	18 1	13 5	17 14	13 12	17 8	12 5	219 7	31 6
	3	Cross Shorthorn	Aged	April 26	1,065	16 0	9 1	14 5	8 15	15 0	8 9	14 14	8 7	15 6	8 14	16 0	8 1	15 4	8 12	167 8	23 15
	4	Cross Shorthorn	7	April 21	1,082	13 11	8 3	12 14	9 7	14 1	9 3	12 0	9 12	14 2	7 15	12 15	8 12	12 0	9 0	153 15	22 0
	5	Cross Shorthorn	8	September 26	1,020	19 9	9 0	15 12	9 7	15 1	11 1	16 2	9 0	15 0	10 8	14 7	10 0	15 2	9 11	179 12	25 1
	6	Cross Yorkshire	7	April 14	1,164	12 12	6 14	12 7	7 15	12 9	6 5	12 0	7 8	11 10	6 8	12 2	6 8	11 12	6 11	133 9	19 1
	8	Cross Yorkshire	10	April 9	1,260	13 0	8 14	12 9	8 0	13 1	7 10	12 13	8 5	13 11	8 0	13 3	7 14	12 0	7 3	146 3	20 14
	9	Cross Ayrshire	5	June 15	944	12 11	7 0	12 7	7 12	12 12	6 14	12 7	6 10	12 12	7 11	14 1	6 15	12 8	6 12	139 4	19 14
	9	Shorthorn	4	June 15	1,156	12 0	6 12	11 9	6 9	10 14	6 14	11 6	6 10	11 11	6 7	12 0	6 12	12 0	6 5	127 13	18
	10	Shorthorn	7	October 29	1,236	20 10	12 0	23 4	12 6	22 3	12 4	22 0	12 3	22 12	12 1	22 8	11 2	21 10	9 8	236 7	33 12
				Totals	11,057	149 9	88 4	144 1	91 8	142 13	90 8	140 7	88 5	145 1	88 6	143 10	87 5	138 12	84 9	1,623 2	—
				Averages	1,106	14 15	8 13	14 7	9 2	14 5	9 1	14 1	8 13	14 8	8 13	14 6	8 12	13 14	8 7	162 5	23 3
Lot 2.—Special Food.—Malt and Malt Dust from 3 lbs. Barley (No. 1.), per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Yorkshire	8	March 10	1,184	9 4	5 15	9 1	6 4	9 15	5 10	9 8	5 8	9 12	6 0	9 15	5 2	10 1	4 0	105 15	15 2
	2	Cross Shorthorn	7	October 27	992	16 11	11 10	16 12	9 14	18 2	9 5	17 0	9 13	16 1	10 4	17 11	9 2	17 6	8 3	188 12	26 15
	3	Shorthorn	8	April 29	1,260	8 7	4 14	6 4	5 3	6 9	4 5	6 0	5 5	5 4	4 0	5 10	3 10	5 1	3 4	73 13	10 9
	4	Cross Shorthorn	7	June 19	1,020	10 11	8 8	12 6	7 14	11 9	8 3	11 1	7 9	12 14	7 1	13 15	7 2	14 0	6 7	139 4	19 14
	5	Cross Shorthorn	6	October 29	914	14 14	8 12	14 15	8 8	15 13	7 13	15 2	8 3	14 15	8 6	14 7	8 9	14 7	7 10	162 6	23 3
	6	Cross Welch	8	June 18	1,316	14 10	8 8	14 8	8 8	15 2	7 3	14 5	8 12	15 6	8 0	15 14	8 0	15 3	7 8	161 7	23 1
	7	Cross Shorthorn	7	June 24	1,008	16 7	8 14	16 4	9 6	16 0	8 15	15 14	9 0	16 9	8 14	16 6	8 9	16 14	8 4	176 4	25 3
	8	Cross Yorkshire	10	April 26	1,065	14 1	8 8	12 8	8 7	13 13	7 3	12 0	7 7	13 14	7 0	13 15	6 8	15 8	7 5	148 1	21 2
	9	Cross Shorthorn	6	April 19	1,040	16 8	11 8	16 4	9 12	16 10	9 14	17 7	10 2	18 12	9 12	18 0	10 15	16 12	9 6	191 10	27 6
	10	Shorthorn	9	November 20	1,206	22 0	12 14	23 8	12 12	22 6	12 3	21 8	12 14	23 0	12 0	22 8	10 10	23 7	11 4	242 14	34 11
				Totals	11,005	143 9	89 15	142 6	86 9	145 15	80 10	139 13	84 10	147 4	81 5	148 5	78 3	148 11	73 3	1,590 6	—
				Averages	1,101	14 6	9 0	14 4	8 11	14 9	8 1	14 0	8 7	14 12	8 2	14 13	7 13	14 14	7 5	159 1	22 12

* Also an allowance, which averaged—rape-cake, 2 lbs.; bean-meal, 2 lbs.; clover-chaff, 14 lbs.; straw-chaff, 7·7 lbs.; and pulped swedes, 50·4 lbs., per head per day.

Experiments made with COWS, at Newlands Farm, Rugby. Detailed Record of the Milk yielded, &c.

4th Week.—January 11 to January 17, 1864.

——	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Dec. 21.)	Monday. A.M.	Monday. P.M.	Tuesday. A.M.	Tuesday. P.M.	Wednesday. A.M.	Wednesday. P.M.	Thursday. A.M.	Thursday. P.M.	Friday. A.M.	Friday. P.M.	Saturday. A.M.	Saturday. P.M.	Sunday. A.M.	Sunday. P.M.	Total in Seven Days.	Per Head per Day.
Lot 1.—Special Food.—Unmalted Barley (No. 1.); 3 lbs. per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Shorthorn	7	May 20	1,086	10 2	7 12	9 19	8 3	9 10	7 14	9 10	7 8	10 9	7 6	9 8	7 14	9 0	7 2	121 14	17 7
	2	Cross Shorthorn	6	October 26	1,044	16 8	14 3	16 10	12 4	17 4	12 14	17 8	13 6	17 8	13 4	17 6	14 12	17 4	13 4	213 15	30 9
	3	Cross Shorthorn	Aged	April 26	1,065	15 10	9 0	16 1	8 8	15 6	9 2	16 0	8 14	16 8	8 5	15 14	9 7	16 0	8 11	173 6	24 12
	4	Cross Shorthorn	7	April 21	1,082	11 12	9 3	12 13	8 10	12 5	9 0	13 6	8 6	13 0	8 8	12 6	10 3	12 4	9 2	150 14	21 9
	5	Cross Shorthorn	8	September 26	1,020	15 6	10 0	14 15	8 11	13 3	10 10	13 0	10 15	15 2	9 12	15 9	9 14	14 6	9 7	170 14	24 7
	6	Cross Yorkshire	7	April 14	1,164	11 12	7 8	11 10	7 2	11 10	6 10	13 15	7 8	13 6	7 2	12 10	7 15	13 12	7 7	139 15	20 0
	7	Cross Yorkshire	10	April 9	1,260	13 2	8 4	13 0	7 12	13 0	7 13	13 8	7 14	13 12	7 5	13 1	7 15	14 6	6 13	147 9	21 1
	8	Cross Ayrshire	5	June 15	944	13 12	7 6	14 6	7 10	14 13	7 8	14 10	8 1	15 1	8 1	13 7	7 15	14 10	7 0	154 4	22 1
	9	Shorthorn	4	June 15	1,156	13 5	7 8	13 1	6 10	12 14	7 0	12 9	6 14	13 5	6 9	12 13	7 3	12 6	5 12	137 13	19 11
	10	Shorthorn	7	October 29	1,236	21 8	11 8	22 0	11 0	23 4	11 10	21 10	11 10	23 0	11 14	21 14	11 6	22 6	12 6	237 0	33 14
				Totals	11,057	142 13	92 4	144 4	86 6	143 5	90 1	145 12	91 0	151 3	88 2	144 8	94 8	146 6	87 0	1,647 8	—
				Averages	1,106	14 5	9 4	14 7	8 10	14 5	9 0	14 9	9 2	15 2	8 13	14 7	9 7	14 10	8 11	164 12	23 9
Lot 2.—Special Food.—Malt and Malt Dust from 3 lbs. Barley (No. 1.), per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Yorkshire	8	March 10	1,184	10 1	5 2	9 8	5 14	10 0	5 4	10 0	3 12	10 9	5 10	9 13	5 10	10 3	4 9	105 15	15 2
	2	Cross Shorthorn	7	October 27	992	18 2	9 3	17 12	9 12	17 13	9 5	17 4	9 10	17 8	9 3	17 4	9 14	18 4	8 4	189 7	27 1
	3	Shorthorn	8	April 29	1,260	5 13	4 0	5 11	3 0	4 6	4 0	3 6	3 2	4 6	3 0	4 4	2 10	2 9	3 0	53 0	7 9
	4	Cross Shorthorn	7	June 19	1,020	13 8	8 10	12 0	10 1	12 1	7 0	14 5	7 2	12 6	8 14	11 12	8 1	12 0	7 10	145 6	20 12
	5	Cross Shorthorn	6	October 29	914	15 5	8 4	14 8	7 12	15 0	7 12	15 0	9 10	13 15	7 12	12 4	7 4	12 13	6 6	151 0	21 9
	6	Cross Welch	8	June 18	1,316	15 0	8 0	14 7	8 10	13 13	8 4	14 6	9 11	14 7	8 4	14 6	8 1	16 0	7 14	161 3	23 0
	7	Cross Shorthorn	7	June 24	1,008	17 0	9 13	17 10	9 0	18 0	9 3	17 0	10 0	17 15	9 12	18 8	10 2	18 8	10 4	192 11	27 8
	8	Cross Yorkshire	10	April 26	1,065	14 10	9 4	15 4	8 12	15 4	7 14	14 2	7 14	15 4	8 4	14 10	8 0	14 7	8 0	161 9	23 1
	9	Cross Shorthorn	6	April 19	1,040	17 10	10 0	17 12	10 9	17 0	9 9	18 0	10 4	17 12	10 9	18 1	18 1	10 3	20 0	197 5	28 3
	10	Shorthorn	9	November 20	1,206	23 0	13 1	22 8	12 4	22 6	12 9	21 11	11 7	21 0	11 5	20 8	12 1	22 0	12 6	238 2	34 0
				Totals	11,005	150 1	85 5	147 0	85 10	145 11	80 12	142 9	82 8	145 2	82 14	141 6	81 14	146 9	78 5	1,595 10	—
				Averages	1,101	15 0	8 9	14 11	8 9	14 9	8 1	14 4	8 4	14 8	8 5	14 2	8 3	14 11	7 13	159 9	22 13

* Also an allowance, which averaged—rape cake, 2 lbs.; bean meal, 2 lbs., clover chaff, 14 lbs.; straw chaff, 7·7 lbs.; and pulped swedes, 50·4 lbs., per head per day.

TABLE XIV.

EXPERIMENTS made with COWS, at NEWLANDS FARM, RUGBY. DETAILED RECORD of the MILK YIELDED, &c.

5th Week.—January 18 to January 24, 1864.

——	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Jan. 18.)	MONDAY.		TUESDAY.		WENDESDAY.		THURSDAY.		FRIDAY.		SATURDAY.		SUNDAY.		Total in Seven Days.	Per Head per Day.
						A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	A.M.		
Lot 1.—Special Food.—Unmalted Barley (No. 1.) ; 3 lbs. per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
	1	Cross Shorthorn -	7	May 20	1,134	11 0	7 12	8 14	7 12	10 0	7 3	8 12	8 3	10 6	7 2	11 4	7 3	11 0	7 1	123 8	17 10
	2	Cross Shorthorn -	6	October 26	1,112	17 8	13 13	16 10	14 15	18 1	13 11	17 4	13 10	18 1	13 0	18 5	13 8	17 10	13 0	219 0	31 5
	3	Cross Shorthorn -	Aged	April 26	1,127	15 6	8 9	16 6	9 3	16 2	8 13	16 6	9 13	16 10	9 5	16 4	9 3	17 2	8 14	177 6	25 5
	4	Cross Shorthorn -	7	April 21	1,125	11 4	8 7	12 12	8 0	13 14	9 0	13 3	8 12	13 6	8 3	13 10	8 8	13 8	7 14	153 5	21 14
	5	Cross Shorthorn -	8	September 26	994	14 2	9 7	15 0	10 5	14 4	8 0	16 2	9 5	15 0	10 3	13 6	10 10	15 4	9 10	170 10	24 6
	6	Cross Yorkshire -	7	April 14	1,242	12 14	7 8	13 10	7 11	13 8	7 8	12 14	7 13	13 6	7 11	13 11	7 4	13 0	6 13	145 3	20 12
Yield of Milk, &c. - -	7	Cross Yorkshire -	10	April 9	1,284	12 14	7 10	13 3	8 2	13 6	7 12	12 14	8 11	11 5	8 12	13 10	7 3	13 0	7 11	146 1	20 14
	8	Cross Ayrshire -	5	June 15	954	14 3	7 11	14 13	7 10	14 10	7 8	14 4	7 12	14 12	7 14	14 4	8 1	14 12	7 0	155 2	22 3
	9	Shorthorn -	4	June 15	1,198	12 11	6 0	12 14	6 0	12 4	6 8	11 6	7 6	11 4	6 12	11 1	6 11	11 10	5 12	123 3	18 5
	10	Shorthorn -	7	October 29	1,312	22 3	11 0	22 6	11 3	21 14	12 8	21 2	12 8	21 10	13 4	21 0	12 5	21 0	10 14	235 7	33 10
				Totals -	11,482	147 1	87 13	146 8	90 13	147 15	83 7	144 3	93 3	145 12	92 2	147 1	90 8	147 14	84 9	1,653 13	—
				Averages -	1,148	14 11	8 13	14 10	9 1	14 13	8 14	14 7	9 5	14 9	9 3	14 11	9 1	14 13	8 7	165 6	23 10
Lot 2.—Special Food.—Malt and Malt Dust from 3 lbs. Barley (No. 1.), per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
	1	Cross Yorkshire -	8	March 10	1,216	10 4	5 10	9 11	5 11	10 5	5 10	9 10	5 10	10 6	5 13	9 4	5 9	9 0	5 9	108 0	15 7
	2	Cross Shorthorn -	7	October 27	1,024	17 13	8 6	17 13	9 4	17 12	9 14	17 9	9 6	17 6	9 13	16 9	10 6	17 6	9 2	188 7	26 15
	3	Shorthorn -	8	April 29	1,336	3 7	2 8	3 11	3 6	3 4	3 0	2 4	2 3	2 2	2 0	2 3	2 0	2 0	1 6	35 6	5 1
	4	Cross Shorthorn -	7	June 19	1,047	13 5	9 14	13 0	7 10	13 4	7 5	14 12	7 2	13 11	8 14	12 6	8 1	14 4	6 8	150 0	21 7
	5	Cross Shorthorn -	6	October 29	942	11 6	7 5	11 8	9 3	14 0	8 4	13 2	8 1	13 12	7 12	14 1	7 10	13 2	8 0	147 2	21 0
	6	Cross Welch -	8	June 18	1,400	14 6	8 1	14 8	7 10	15 12	7 4	14 14	8 4	14 1	7 13	13 14	8 4	13 14	8 10	157 3	22 7
Yield of Milk, &c. - -	7	Cross Shorthorn -	7	June 24	1,076	17 2	9 0	18 0	10 6	17 0	9 5	16 11	10 5	16 4	7 12	15 10	8 3	16 2	9 0	180 12	25 13
	8	Cross Yorkshire -	10	April 26	1,132	14 2	7 8	14 3	6 15	14 9	7 6	14 0	8 0	13 11	9 1	13 10	8 14	12 13	6 10	151 6	21 10
	9	Cross Shorthorn -	6	April 19	1,098	17 2	10 4	17 3	11 2	18 12	11 4	18 1	11 9	17 11	11 3	18 6	9 7	18 12	10 15	201 11	28 13
	10	Shorthorn -	9	November 20	1,237	22 2	11 1	21 0	11 11	20 4	11 0	19 0	11 0	19 14	10 10	18 1	10 7	19 8	11 0	216 10	30 15
				Totals -	11,508	141 1	79 9	140 9	82 14	144 14	80 4	139 15	81 8	138 14	80 11	134 0	78 13	136 13	76 12	1,536 9	—
				Averages -	1,151	14 2	7 15	14 1	8 5	14 8	8 0	14 0	8 2	13 14	8 1	13 6	7 14	13 11	7 11	153 10	21 15

* Lot 1 and Lot 2 mangel pulped swedes, 50·4 lbs., per head per day.

EXPERIMENTS made with COWS, at NEWLANDS FARM, RUGBY. DETAILED RECORD of the MILK YIELDED, &c.

6th Week.—January 25 to January 31, 1864.

Lot 1.—Special Food.—Unmalted Barley (No. 1.) ; 3 lbs. per head per day.*

—	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Jan. 18.)	Monday. A.M.	Monday. P.M.	Tuesday. A.M.	Tuesday. P.M.	Wednesday. A.M.	Wednesday. P.M.	Thursday. A.M.	Thursday. P.M.	Friday. A.M.	Friday. P.M.	Saturday. A.M.	Saturday. P.M.	Sunday. A.M.	Sunday. P.M.	Total in Seven Days.	Per Head per Day.
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c. - -	1	Cross Shorthorn -	7	May 20	1,134	11 0	7 0	10 0	8 8	10 12	8 10	10 0	8 15	11 0	8 1	10 0	7 12	9 11	6 10	128 9	18 6
	2	Cross Shorthorn -	6	October 26	1,112	18 12	12 6	17 8	13 6	18 4	12 10	17 3	13 4	17 13	13 13	18 6	12 8	13 0	9 0	212 13	30 6
	3	Cross Shorthorn -	Aged	April 26	1,127	16 9	9 14	16 3	9 4	16 6	9 0	16 11	8 12	16 7	10 1	16 6	8 12	16 4	7 11	178 4	25 7
	4	Cross Shorthorn -	7	April 21	1,125	13 1	8 10	14 2	8 10	13 2	9 6	14 0	8 4	12 13	9 7	13 7	8 13	13 0	7 3	153 14	22 0
	5	Cross Shorthorn -	8	September 26	994	14 14	9 10	13 10	11 1	15 0	9 6	14 6	9 12	14 2	9 1	13 6	9 5	14 12	8 2	166 7	23 12
	6	Cross Yorkshire -	7	April 14	1,242	12 2	7 10	12 12	7 12	12 13	7 2	15 5	7 4	11 8	8 0	12 11	7 4	12 0	6 2	140 5	20 1
	7	Cross Yorkshire -	10	April 9	1,284	13 12	7 2	13 0	7 10	13 4	7 10	13 8	6 10	12 0	7 12	12 5	7 2	11 10	6 12	140 1	20 0
	8	Cross Ayrshire -	5	June 15	954	14 11	6 12	14 0	8 6	15 7	8 0	14 15	7 12	14 12	8 6	15 11	7 0	14 2	6 11	156 9	22 6
	9	Shorthorn - -	4	June 15	1,198	11 8	6 3	11 8	7 0	11 2	8 0	12 6	6 3	11 12	6 8	12 1	5 10	12 8	5 9	127 14	18 4
	10	Shorthorn - -	7	October 29	1,312	22 14	12 0	22 0	12 9	22 3	12 4	21 0	11 2	21 2	12 0	20 0	10 8	19 4	7 14	226 12	32 6
				Totals -	11,482	149 3	87 3	145 5	91 2	148 5	92 0	149 6	87 14	143 5	93 1	144 5	84 10	141 3	71 10	1,631 8	—
				Averages -	1,148	14 15	8 11	14 8	9 7	14 13	9 3	14 15	8 13	14 5	9 5	14 7	8 7	14 2	7 3	163 2	23 5

Lot 2.—Special Food.—Malt and Malt Dust from 3lbs. Barley (No. 1.), per head per day.*

—	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Jan. 18.)	Monday. A.M.	Monday. P.M.	Tuesday. A.M.	Tuesday. P.M.	Wednesday. A.M.	Wednesday. P.M.	Thursday. A.M.	Thursday. P.M.	Friday. A.M.	Friday. P.M.	Saturday. A.M.	Saturday. P.M.	Sunday. A.M.	Sunday. P.M.	Total in Seven Days.	Per Head per Day.
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. oz .	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c. - -	1	Cross Yorkshire -	8	March 10	1,216	10 1	5 0	9 11	6 8	9 13	6 2	9 14	6 3	10 2	5 14	10 2	5 10	9 12	5 2	109 14	15 11
	2	Cross Shorthorn -	7	October 27	1,024	17 6	8 12	17 0	10 0	18 1	9 10	16 9	10 2	17 9	9 12	18 0	9 6	16 10	8 4	187 1	26 12
	3	Shorthorn - -	8	April 29	1,336	2 6	2 0	2 1	1 2	2 1	1 10	2 0	1 5	1 8	1 6	1 5	1 0	1 2	0 10	21 8	3 1
	4	Cross Shorthorn -	7	June 19	1,047	13 0	9 0	12 3	8 10	12 6	7 6	12 5	7 7	13 0	7 3	12 6	8 11	12 4	7 4	142 14	20 7
	5	Cross Shorthorn -	6	October 29	942	14 0	7 12	14 0	7 10	13 12	8 0	13 11	8 0	14 0	8 12	14 1	7 0	13 14	7 0	151 8	21 10
	6	Cross Welch -	8	June 18	1,400	15 2	7 6	14 6	8 11	16 0	8 10	15 4	7 12	14 10	8 6	15 2	8 3	14 0	8 0	161 8	23 1
	7	Cross Shorthorn -	7	June 24	1,076	16 2	8 4	16 6	9 12	17 4	10 2	17 6	9 4	18 0	9 10	17 10	8 10	16 2	9 0	183 8	26 3
	8	Cross Yorkshire -	10	April 26	1,132	12 8	6 15	11 12	8 12	12 3	6 4	13 0	6 9	12 6	8 4	12 10	9 0	14 0	7 0	141 3	20 3
	9	Cross Shorthorn -	6	April 19	1,098	18 10	9 10	18 2	11 0	18 3	11 0	18 2	10 13	17 12	11 6	18 12	10 10	19 2	10 6	203 8	29 1
	10	Shorthorn - -	9	November 20	1,237	17 0	9 3	17 10	11 4	20 0	10 7	21 9	10 4	19 0	9 6	17 9	10 5	18 2	9 6	201 1	28 12
				Totals -	11,508	136 3	73 14	133 0	83 5	139 11	79 3	139 12	77 11	137 15	79 15	137 9	78 7	135 0	72 0	1,503 9	—
				Averages -	1,151	13 10	7 6	13 5	8 5	14 0	7 15	14 0	7 12	13 13	8 0	13 12	7 13	13 8	7 3	150 6	21 8

* Also an allowance, which averaged—rape-cake, 2 lbs.; bean-meal, 2 lbs.; clover-chaff, 14 lbs.; straw-chaff, 7·7 lbs.; and pulped swedes, 50·4 lbs., per head per day.

Table XVI.

Experiments made with COWS, at Newlands Farm, Rugby. Detailed Record of the Milk yielded, &c.

7th Week.—February 1 to February 7, 1864.

—	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Jan. 18.)	Monday. A.M.	Monday. P.M.	Tuesday. A.M.	Tuesday. P.M.	Wednesday. A.M.	Wednesday. P.M.	Thursday. A.M.	Thursday. P.M.	Friday. A.M.	Friday. P.M.	Saturday. A.M.	Saturday. P.M.	Sunday. A.M.	Sunday. P.M.	Total in Seven Days.	Per Head per Day.
Lot 1.—Special Food.—Unmalted Barley (No. 1.); 3lbs. per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Shorthorn	7	May 20	1,134	11 0	7 1	10 2	7 12	9 0	9 3	10 0	7 0	9 14	8 4	11 3	7 4	12 1	6 9	126 5	18 1
	2	Cross Shorthorn	6	October 26	1,112	18 0	12 8	18 0	12 15	17 1	14 8	17 10	13 7	18 1	14 2	17 6	14 14	19 4	10 7	218 11	31 4
	3	Cross Shorthorn	Aged	April 26	1,127	16 4	8 13	17 0	9 8	16 3	9 3	16 2	8 13	16 12	10 0	16 5	9 1	17 12	7 13	179 9	25 10
	4	Cross Shorthorn	7	April 21	1,125	12 10	8 12	14 1	8 5	13 3	8 11	12 13	9 3	13 10	9 1	13 10	8 13	14 4	6 12	153 12	21 15
	5	Cross Shorthorn	8	September 26	994	13 12	9 4	13 0	10 1	12 10	10 7	14 6	10 3	15 11	9 14	15 6	9 4	17 0	8 6	169 4	24 3
	6	Cross Yorkshire	7	April 14	1,242	13 0	7 7	11 4	7 4	11 13	7 3	13 4	7 2	13 14	7 12	12 12	7 6	13 12	6 0	139 13	20 0
	7	Cross Yorkshire	10	April 9	1,284	12 6	7 6	13 7	8 0	13 14	7 4	12 10	7 7	13 1	8 5	13 6	8 0	13 0	7 2	145 4	20 12
	8	Cross Ayrshire	5	June 15	954	15 2	7 4	15 8	8 0	15 0	8 12	15 8	8 4	16 0	7 12	15 10	8 14	17 0	8 2	166 12	23 13
	9	Shorthorn	4	June 15	1,198	10 7	6 13	12 0	7 2	11 14	6 7	11 15	6 2	11 6	7 0	11 12	6 3	12 4	5 10	126 15	18 2
	10	Shorthorn	7	October 29	1,312	17 4	9 10	20 2	11 12	21 4	11 5	21 12	11 2	22 0	10 12	20 10	10 13	21 12	7 15	218 1	31 2
				Totals	11,482	140 5	84 14	144 8	90 11	141 14	92 15	146 0	88 11	150 5	92 14	148 0	90 8	158 1	74 12	1,644 6	—
				Averages	1,148	14 0	8 8	14 7	9 1	14 3	9 5	14 9	8 14	15 0	9 5	14 13	9 1	15 13	7 8	164 7	23 8
Lot 2.—Special Food.—Malt and Malt Dust from 3lbs. Barley (No. 1.), per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Yorkshire	8	March 10	1,216	10 2	5 12	10 0	6 2	9 2	6 4	9 6	5 12	9 12	5 14	10 4	5 8	10 4	4 6	108 8	15 8
	2	Cross Shorthorn	7	October 27	1,024	18 6	9 10	18 12	9 6	16 12	10 2	16 0	10 10	17 0	9 8	16 12	9 0	16 14	8 4	187 0	26 11
	3	Shorthorn	8	April 29	1,336	1 8	0 11	1 6	0 15	1 2	0 10	1 0	1 3	1 0	0 7	1 0	0 7	1 2	1 0	13 10	1 15
	4	Cross Shorthorn	7	June 19	1,047	10 10	7 13	12 5	7 14	12 4	7 11	12 15	6 8	13 8	7 7	12 4	7 6	14 12	7 0	140 5	20 1
	5	Cross Shorthorn	6	October 29	942	14 10	8 10	14 2	8 1	14 0	9 0	13 4	7 8	13 2	8 1	12 0	6 15	14 0	6 11	150 0	21 7
	6	Cross Welch	8	June 18	1,400	15 7	8 0	14 10	9 0	14 7	8 8	14 10	10 2	12 12	8 2	15 0	7 6	16 0	7 1	161 1	23 0
	7	Cross Shorthorn	7	June 24	1,076	17 10	9 1	17 5	10 4	17 8	10 6	17 5	7 6	17 3	9 15	17 6	9 10	17 4	8 10	186 13	26 11
	8	Cross Yorkshire	10	April 26	1,132	14 4	7 12	13 14	7 12	14 6	8 2	13 7	7 3	13 6	8 6	11 12	7 12	12 13	7 0	147 13	21 2
	9	Cross Shorthorn	6	April 19	1,098	18 4	11 2	18 1	10 2	18 1	11 12	18 2	11 2	19 3	10 11	19 9	10 9	18 3	9 10	207 7	29 3
	10	Shorthorn	9	November 20	1,237	18 0	11 13	19 4	11 6	20 4	10 10	20 4	11 12	20 1	10 11	19 0	10 5	17 5	9 6	210 1	30 0
				Totals	11,508	138 13	80 4	139 11	80 14	137 14	83 1	136 5	79 5	136 15	79 2	134 15	74 14	138 9	69 0	1,509 10	—
				Averages	1,151	13 14	8 0	13 15	8 1	13 13	8 5	13 10	7 15	13 11	7 15	13 8	7 8	13 14	6 14	150 15	21 9

EXPERIMENTS made with COWS, at NEWLANDS FARM, RUGBY. DETAILED RECORD of the MILK YIELDED, &c.

8th Week.—February 8 to February 14, 1864.

Lot 1.—Special Food.—Unmalted Barley (No. 1.); 3 lbs. per head per day.*

——	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Jan. 18.)	Monday.		Tuesday.		Wednesday.		Thursday.		Friday.		Saturday.		Sunday.		Total in Seven Days.	Per Head per Day.
						A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Shorthorn	7	May 20	1,134	11 0	6 7	11 0	7 5	10 10	7 11	10 0	8 4	11 0	8 13	11 9	7 12	12 0	6 0	129 7	18 8
	2	Cross Shorthorn	6	October 26	1,112	17 1	14 3	17 6	13 7	18 3	14 4	17 15	13 2	17 2	14 4	17 5	14 2	19 0	11 15	219 5	31 5
	3	Cross Shorthorn	Aged	April 26	1,127	15 2	8 12	15 14	9 4	16 0	10 2	15 6	9 4	16 3	9 12	16 4	9 5	16 12	8 8	176 8	25 3
	4	Cross Shorthorn	7	April 21	1,125	14 4	7 12	15 0	7 14	13 5	8 12	12 3	9 6	12 10	8 7	12 8	9 8	14 1	8 2	153 12	21 15
	5	Cross Shorthorn	8	September 26	994	15 1	10 0	14 12	9 6	15 6	9 5	16 0	10 2	15 10	9 10	15 2	10 4	16 0	8 12	175 6	25 1
	6	Cross Yorkshire	7	April 14	1,242	13 0	7 2	12 3	7 6	12 7	7 5	11 14	7 11	11 3	7 0	12 5	7 5	14 4	6 12	138 2	19 12
	7	Cross Yorkshire	10	April 9	1,284	12 0	8 0	13 0	7 12	12 0	7 0	12 5	8 0	12 10	8 2	12 15	8 0	15 0	6 12	143 8	20 8
	8	Cross Ayrshire	5	June 15	953	17 0	8 10	16 10	8 0	16 0	7 3	15 0	8 11	14 5	8 2	14 7	8 4	16 2	7 10	166 0	23 11
	9	Shorthorn	4	June 15	1,198	11 7	6 7	12 9	6 13	11 8	6 0	11 8	6 7	11 0	5 14	12 8	6 10	11 2	5 5	125 2	17 14
	10	Shorthorn	7	October 29	1,312	20 13	12 0	20 1	11 10	20 7	11 4	19 12	12 4	20 0	11 3	20 7	11 7	20 8	9 4	221 0	31 9
				Totals	11,482	146 12	89 5	148 7	88 13	145 14	88 14	141 15	93 3	142 0	91 3	145 6	92 9	154 13	79 0	1,648 2	—
				Averages	1,148	14 11	8 15	14 14	8 14	14 9	8 14	14 3	9 5	14 3	9 2	14 9	9 4	15 8	7 14	164 17	23 9

Lot 2.—Special Food.—Malt and Malt Dust from 3 lbs. Barley (No. 1.), per head per day.*

	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Yield of Milk, &c.	1	Cross Yorkshire	8	March 10	1,216	11 1	5 6	10 7	5 8	10 0	5 14	9 8	5 10	9 11	6 0	9 4	5 11	10 6	5 11	110 1	15 12
	2	Cross Shorthorn	7	October 27	1,024	17 10	10 0	18 0	9 14	18 0	10 0	17 6	9 6	17 10	10 8	17 1	10 8	17 6	8 2	191 7	27 6
	3	Shorthorn	8	April 29	1,336	1 0	0 15	0 13	0 14	0 13	0 12	0 12	0 10	0 13	0 10	0 10	0 8	0 7	—	9 9	1 6
	4	Cross Shorthorn	7	June 19	1,047	12 1	7 0	12 12	7 8	12 0	8 2	13 0	6 12	11 9	9 10	12 7	8 8	12 7	9 10	143 6	20 8
	5	Cross Shorthorn	6	October 29	942	14 10	6 12	11 13	7 10	12 8	7 0	12 18	7 2	12 4	7 7	12 12	8 5	14 1	6 0	141 1	20 2
	6	Cross Welch	8	June 18	1,400	14 11	8 5	15 0	8 15	15 4	8 3	13 12	7 12	14 7	8 0	14 4	8 6	14 4	7 10	158 13	22 11
	7	Cross Shorthorn	7	June 24	1,076	17 0	7 13	16 9	7 8	17 4	9 3	15 14	9 8	16 15	10 3	17 2	9 5	16 14	8 12	179 14	25 11
	8	Cross Yorkshire	10	April 26	1,132	13 11	6 12	12 2	8 4	12 2	8 11	11 10	8 2	12 1	8 4	13 4	8 4	12 0	8 2	143 5	20 8
	9	Cross Shorthorn	6	April 19	1,098	18 6	10 8	18 4	10 0	17 10	10 12	18 5	10 8	18 12	10 14	19 0	11 12	20 12	10 8	205 15	29 7
	10	Shorthorn	9	November 20	1,237	18 14	9 8	18 2	10 13	19 8	9 0	18 0	11 8	18 0	11 10	18 8	10 4	19 6	8 14	201 15	28 14
				Totals	11,508	139 0	72 15	133 14	76 14	135 1	77 9	131 0	76 14	132 2	83 2	134 4	81 7	137 15	73 5	1,485 6	—
				Averages	1,151	13 14	7 5	13 6	7 11	13 8	7 12	13 2	7 11	13 4	8 5	13 7	8 2	13 13	7 5	148 9	21 3

* Also an allowance which averaged—rape-cake, 2 lbs.; bean-meal, 2 lbs.; clover-chaff, 14 lbs.; straw-chaff, 7·7 lbs.; and pulped swedes, 50·4 lbs., per head per day.

Table XVIII.

Experiments made with COWS, at Newlands Farm, Rugby. Detailed Record of the Milk yielded, &c.

9th Week.—February 15 to February 21.

——	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Feb. 15.)	Monday.		Tuesday.		Wednesday.		Thursday.		Friday.		Saturday.		Sunday.		Total in Seven Days.	Per Head per Day.
						A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
Lot 1.—Special Food.—Unmalted Barley (No. 1.) ; 3 lbs. per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
	1	Cross Shorthorn -	7	May 20	1,116	12 0	8 6	11 4	8 3	10 14	8 10	11 0	8 8	11 2	7 10	11 4	8 4	10 12	8 11	136 8	19 8
	2	Cross Shorthorn -	6	October 26	1,095	18 0	14 0	17 6	13 4	18 4	12 12	17 14	13 0	17 10	12 10	16 3	14 8	16 0	11 6	212 13	30 6
	3	Cross Shorthorn -	Aged	April 26	1,132	16 10	9 2	16 10	9 0	15 8	9 3	15 15	9 1	15 4	9 10	16 0	9 0	15 2	9 10	175 10	25 1
	4	Cross Shorthorn -	7	April 21	1,144	14 0	9 3	12 5	9 0	11 10	10 2	13 2	9 12	12 1	9 12	12 2	7 14	13 8	7 13	152 4	21 12
	5	Cross Shorthorn -	8	September 26	1,016	14 11	10 10	15 0	10 1	16 3	9 1	15 10	10 1	14 11	10 11	13 11	10 6	15 0	9 13	175 9	25 1
	6	Cross Yorkshire -	7	April 14	1,280	12 0	7 6	12 12	7 10	12 8	7 9	12 8	8 0	12 6	8 3	12 1	8 1	11 8	7 6	139 14	20 0
Yield of Milk, &c. - -	7	Cross Yorkshire -	10	April 9	1,300	13 8	7 0	12 0	7 11	12 0	7 4	12 4	8 8	11 12	7 12	12 0	7 13	12 8	6 5	138 5	19 12
	8	Cross Ayrshire -	5	June 15	964	16 2	8 8	15 6	8 12	16 3	8 11	16 7	9 6	15 10	9 5	15 8	9 7	15 10	8 12	173 11	24 13
	9	Shorthorn - -	4	June 15	1,239	11 12	5 10	11 0	6 4	10 14	6 6	11 3	6 6	10 8	6 6	10 9	5 11	11 4	5 11	119 8	17 1
	10	Shorthorn - -	7	October 29	1,306	21 0	10 11	20 0	10 12	20 4	11 0	20 0	11 14	19 14	11 6	19 10	11 2	20 10	9 8	217 11	31 2
				Totals -	11,592	149 11	90 8	143 11	90 9	144 4	90 10	145 14	94 8	140 14	93 5	139 0	92 2	141 14	84 15	1,641 13	—
				Averages -	1,159	15 0	9 1	14 6	9 1	14 7	9 1	14 9	9 7	14 2	9 5	13 14	9 3	14 3	8 8	164 3	23 7
Lot 2.—Special Food.—Malt and Malt Dust from 3lbs. Barley (No. 1.), per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
	1	Cross Yorkshire -	8	March 10	1,288	9 2	6 7	9 0	6 12	9 3	5 7	8 12	5 8	8 5	5 7	7 11	5 14	8 7	5 5	101 4	14 7
	2	Cross Shorthorn -	7	October 27	1,026	18 0	10 3	17 2	10 4	17 4	10 0	17 6	9 13	16 12	10 6	16 10	10 4	17 8	8 14	190 6	27 3
	3	Shorthorn - -	8	April 29	1,392	—	1 0	—	0 10	—	0 8	—	0 6	—	0 4	—	0 5	—	0 3	3 4	0 7
	4	Cross Shorthorn -	7	June 19	1,047	14 2	8 0	11 0	9 0	13 0	8 10	13 0	8 8	13 1	7 10	11 6	9 0	11 8	9 9	146 6	20 15
	5	Cross Shorthorn -	6	October 29	934	14 11	8 3	12 1	7 12	11 12	9 6	12 8	8 6	12 0	8 15	11 6	6 13	10 12	7 0	141 9	20 4
	6	Cross Welch -	8	June 18	1,392	15 8	8 15	13 6	9 0	15 6	7 14	15 2	9 10	14 10	9 10	14 4	7 14	15 12	8 8	165 7	23 10
Yield of Milk, &c. - -	7	Cross Shorthorn -	7	June 24	1,076	18 4	8 5	16 4	10 1	15 14	9 4	16 8	9 10	16 4	8	15 13	9 10	17 6	9 3	181 14	26 0
	8	Cross Yorkshire -	10	April 26	1,144	13 11	6 8	11 11	8 15	12 11	8 0	12 14	7 10	12 2	7 3	12 0	7 14	11 14	6 6	139 7	19 15
	9	Cross Shorthorn -	6	April 19	1,106	19 11	10 14	18 8	11 3	20 8	11 3	19 8	11 0	17 12	10 14	17 12	11 0	16 14	10 0	206 11	29 8
	10	Shorthorn - -	9	November 20	1,194	20 4	10 6	19 8	11 9	19 12	10 6	17 10	10 6	16 11	10 14	18 7	9 12	18 7	9 3	203 4	29 1
				Totals -	11,597	143 5	78 13	128 8	85 2	135 6	79 10	133 4	80 13	127 9	80 11	125 6	78 6	128 8	74 3	1,479 8	—
				Averages -	1,160	14 5	7 14	12 14	8 8	13 9	7 15	13 5	8 1	12 12	8 1	12 9	7 13	12 14	7 7	147 15	21 2

EXPERIMENTS made with COWS, at NEWLANDS FARM, RUGBY. DETAILED RECORD of the MILK YIELDED, &c.

10th Week.—February 22 to February 28, 1864.

——	Cows.	Breed.	Years old.	Dates of Calving.	Weights of the Animals (Feb. 29.)	MONDAY.		TUESDAY.		WEDNESDAY.		THURSDAY.		FRIDAY.		SATURDAY.		SUNDAY.		Total in Seven Days.	Per Head per Day
						A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.		
Lot 1.—Special Food.—Unmalted Barley (No. 1.) ; 3 lbs. per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
	1	Cross Shorthorn -	7	May 20	1,136	11 3	7 8	11 14	7 0	11 0	7 4	11 12	7 10	11 0	7 12	11 2	8 2	11 8	7 10	132 5	18 14
	2	Cross Shorthorn -	6	October 26	1,114	18 4	14 12	16 12	13 8	17 6	13 14	17 2	15 5	18 1	12 0	17 10	12 10	18 4	11 9	217 3	31 0
	3	Cross Shorthorn -	Aged	April 26	1,150	16 6	9 13	15 10	8 12	16 2	9 6	16 4	9 0	14 12	8 7	16 11	9 2	17 0	8 9	175 14	25 2
	4	Cross Shorthorn -	7	April 21	1,150	13 0	8 6	12 0	8 11	13 0	8 7	13 0	8 9	12 3	8 2	13 13	8 8	13 4	8 2	149 1	21 5
	5	Cross Shorthorn -	8	September 26	1,018	13 2	11 2	14 4	8 10	15 6	9 13	15 8	9 10	15 5	9 2	15 12	11 0	15 12	10 2	174 2	24 14
	6	Cross Yorkshire -	7	April 14	1,312	12 5	8 2	12 6	7 7	12 12	7 12	12 6	7 6	11 12	7 14	12 2	7 4	13 3	7 0	139 11	19 15
Yield of Milk, &c. - -	7	Cross Yorkshire -	10	April 9	1,308	13 3	8 15	11 2	7 9	12 6	7 6	11 10	7 9	12 1	6 14	12 6	7 2	13 0	5 2	136 7	19 8
	8	Cross Ayrshire -	5	June 15	974	16 11	9 3	15 3	9 2	15 8	9 2	16 0	9 2	16 3	9 0	15 12	7 13	14 4	7 9	170 8	24 6
	9	Shorthorn - -	4	June 15	1,252	11 5	6 0	11 0	5 14	11 3	5 12	10 14	6 10	10 6	5 3	10 12	5 14	11 6	5 3	117 6	16 12
	10	Shorthorn - -	7	October 29	1,347	21 0	11 8	20 0	10 2	20 3	11 8	19 8	11 7	20 0	11 0	20 3	10 12	19 12	10 12	217 11	31 2
				Totals -	11,761	146 7	95 5	140 5	86 11	144 8	90 6	144 0	92 4	141 11	85 6	146 3	88 3	147 5	81 10	1,630 4	—
				Averages -	1,176	14 10	9 8	14 0	8 11	14 7	9 1	14 6	9 3	14 3	8 9	14 10	8 13	14 12	8 3	163 0	23 5
Lot 2.—Special Food.—Malt and Malt Dust from 3 lbs. Barley (No. 1.), per head per day.*																					
	Nos.				lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
	1	Cross Yorkshire -	8	March 10	1,310	8 0	5 14	7 0	5 2	8 4	4 12	8 4	4 11	7 5	4 10	8 4	5 6	8 6	4 0	89 14	12 13
	2	Cross Shorthorn -	7	October 27	1,022	18 1	10 3	16 6	9 6	16 0	9 6	16 10	9 12	16 0	9 0	17 0	10 11	17 4	10 6	186 1	26 9
	3	Shorthorn - -	8	April 29	1,428	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
	4	Cross Shorthorn -	7	June 19	1,066	11 10	8 0	11 0	5 1	12 0	6 14	12 1	8 2	11 4	7 13	11 4	7 8	13 0	7 0	135 9	19 6
	5	Cross Shorthorn -	6	October 29	936	11 12	6 14	10 0	7 2	11 12	7 11	12 6	8 0	11 0	7 1	11 6	7 2	13 8	6 11	132 5	18 14
Yield of Milk, &c. - -	6	Cross Welch -	8	June 18	1,396	14 7	8 3	13 2	7 1	14 4	8 0	14 2	8 10	14 2	7 3	14 8	8 12	15 4	7 0	154 10	22 1
	7	Cross Shorthorn -	7	June 24	1,076	17 12	9 6	16 3	10 0	16 12	9 2	16 11	10 3	16 3	8 8	17 6	9 12	18 0	8 0	183 14	26 4
	8	Cross Yorkshire -	10	April 26	1,179	11 9	7 7	11 5	7 2	13 0	6 13	12 8	8 0	11 4	6 4	12 2	7 11	13 4	6 8	134 13	19 4
	9	Cross Shorthorn -	6	April 19	1,092	16 9	9 1	16 0	9 0	16 13	9 11	17 3	10 13	16 12	10 2	17 8	11 6	18 10	10 14	190 6	27 3
	10	Shorthorn - -	9	November 20	1,214	17 8	10 5	17 12	10 5	17 10	10 2	18 5	10 13	18 3	9 10	17 6	10 9	17 1	9 7	195 0	27 14
				Totals -	11,719	127 4	75 5	118 12	73 3	126 7	72 7	128 2	79 0	122 1	70 3	126 12	78 13	134 5	69 14	1,402 8	—
				Averages -	1,172	12 12	7 9	11 14	7 5	12 10	7 4	12 13	7 14	12 3	7 0	12 11	7 14	13 7	7 0	140 4	20 1

* Also an allowance, which averaged—rape-cake, 2 lbs.; bean-meal, 2 lbs.; clover-chaff, 14 lbs.; straw-chaff, 7·7 lbs.; and pulped swedes, 50·4 lbs., per head per day.

Table XX.

Experiments made with COWS, at Newlands Farm, Rugby.

Per-centage of Cream as shown by the Lactometer, in the mixed Milk of the 10 Cows in each Case.

Dates.	Cows.	Special Food.	Per Cent. Cream.		
			Morning.	Afternoon.	Mean.
1863: Dec. 20.	Lot 1.	(Before giving Special Food)	9¾	12½	11⅛
	Lot 2.	Do. Do.	9¼	12	10⅝
„ Dec. 29.	Lot 1.	Unmalted Barley	12	13	12½
	Lot 2.	Malted Barley	10	12	11
1864: Jan. 5.	Lot 1.	Unmalted Barley	12	14½	13¼
	Lot 2.	Malted Barley	10½	13	11¾
„ Jan. 12.	Lot 1.	Unmalted Barley	11¼	14¼	12¾
	Lot 2.	Malted Barley	10	13½	11¾
„ Jan. 19.	Lot 1.	Unmalted Barley	10¾	13¾	12¼
	Lot 2.	Malted Barley	10	13	11½
„ Jan. 26.	Lot 1.	Unmalted Barley	12	14	13
	Lot 2.	Malted Barley	10	11⅓	10¾
„ Feb. 2.	Lot 1.	Unmalted Barley	11	12½	11¾
	Lot 2.	Malted Barley	9½	10½	10
„ Feb. 9.	Lot 1.	Unmalted Barley	11½	13½	12½
	Lot 2.	Malted Barley	10	12	11
„ Feb. 16.	Lot 1.	Unmalted Barley	12	14½	13¼
	Lot 2.	Malted Barley	11	13	12
„ Feb. 23.	Lot 1.	Unmalted Barley	12	13½	12¾
	Lot 2.	Malted Barley	11	12½	11¾

SUMMARY.

Dec. 29, 1863 to Feb. 23, 1864	Lot 1.	Unmalted Barley	11½	13¾	12¾
	Lot 2.	Malted Barley	10¼	12⅜	11¼

Table XXI.

Experiments made with COWS, at Newlands Farm, Rugby.

Record of the Food consumed, of the Weights, of the Increase in Live-weight, and of the Milk yielded.

1st Period, 4 weeks, December 21, 1863, to January 18, 1864.

Food consumed.					Cows.	Weights. Increase (or Loss) in Live-weight and Milk.						
						Weights.		Increase (or Loss) in Live-weight.		Milk yielded.		
——	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Milk.		Dec. 21, 1863.	Jan. 18, 1864.	Total in 4 Weeks.	Per 1,000 lbs. Live-weight per Week.	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Lot. 1.—10 Cows; Special Food—Unmalted Barley "No. 1."												
					1	1,086	1,134	48		534½	19·1	
					2	1,044	1,112	68		891½	31·8	
					3	1,065	1,127	62		694	24·8	
					4	1,082	1,125	43		624¾	22·3	
Barley, unmalted -	840	3·0	18·6	12·3	5	1,020	994	−26	9·43	724¾	25·9	151¼
Rape Cake - -	560	2·0	12·4	8·2	6	1,164	1,242	78		582¼	20·8	
Bean-meal - -	560	2·0	12·4	8·2	7	1,260	1,284	24		600¼	21·4	
Clover-chaff -	3,920	14·0	87·0	57·5	8	944	954	10		637½	22·8	
Straw-chaff - -	2,156	7·7	47·8	31·6	9	1,156	1,198	42		557¼	19·9	
Pulped Swedes -	14,112	50·4	313·1	207·0	10	1,236	1,312	76		970¾	34·7	
					Totals -	11,057	11,482	425	—	6,817½	—	—
					Averages	1,106	1,148	42	9·43	681¾	24·4	151¼
Lot 2.—10 Cows; Special Food—Malted Barley "No. 1." (with Malt-dust).												
					1	1,184	1,216	32		438¼	15·7	
					2	992	1,024	32		771	27·5	
					3	1,260	1,336	76		376¼	13·4	
					4	1,020	1,047	27		601¾	21·5	
Barley, malted (with its dust) - -	829*	3·0*	18·4*	12·4*	5	914	942	28		656¾	23·5	
Rape Cake - -	560	2·0	12·4	8·4	6	1,316	1,400	84	11·17	659½	23·6	148½
Bean-meal - -	560	2·0	12·4	8·4	7	1,008	1,076	68		744¼	26·6	
Clover-chaff - -	3,920	14·0	87·1	58·7	8	1,065	1,132	67		654½	23·4	
Straw-chaff - -	2,156	7·7	47·9	32·3	9	1,040	1,098	58		783¼	28·0	
Pulped Swedes -	14,112	50·4	313·4	211·2	10	1,206	1,237	31		997¾	35·6	
					Totals -	11,005	11,508	503	—	6,683¼	—	—
					Averages	1,101	1,151	50	11·17	668¼	23·9	148½

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXII.

Experiments made with COWS, at Newlands Farm, Rugby.

Record of the Food consumed, of the Weights, of the Increase in Live-weight, and of the Milk yielded.

2nd Period, 4 Weeks; January 18 to February 15, 1864.

Food consumed.					Cows.	Weights. Increase (or Loss) in Live-weight and Milk.						
						Weights.		Increase (or Loss) in Live-weight.		Milk yielded.		
—	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Milk.		Jan. 18.	Feb. 15.	Total in 4 Weeks.	Per 1,000 lbs. Live-weight per Week.	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.

Lot 1.—10 Cows; Special Food—Unmalted Barley "No. 1."

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,134	1,116	−18		507¾	18·1	
					2	1,112	1,095	−17		869¾	31·1	
					3	1,127	1,132	5		711¾	25·4	
					4	1,125	1,144	19		614¾	22·0	
Barley, unmalted -	840	3·0	18·2	12·8	5	994	1,016	22		681¾	24·3	
Rape Cake - -	560	2·0	12·1	8·5	6	1,242	1,280	38	2·38	563½	20·1	142½
Bean-meal - -	560	2·0	12·1	8·5	7	1,284	1,300	16		574¾	20·5	
Clover-chaff -	3,920	14·0	84·9	59·6	8	954	964	10		644½	23·0	
Straw-chaff - -	2,156	7·7	46·7	32·8	9	1,198	1,239	41		508	18·1	
Pulped Swedes -	14,112	50·4	305·8	214·5	10	1,312	1,306	−6		901¼	32·2	
					Totals -	11,482	11,592	110	—	6,577¾	—	—
					Averages	1,148	1,159	11	2·38	657¾	23·5	142½

Lot 2.—10 Cows; Special Food—Malted Barley "No. 1." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,216	1,288	72		436½	15·6	
					2	1,024	1,024	—		754	26·9	
					3	1,336	1,392	56		80	2·9	
					4	1,047	1,047	—		576½	20·6	
Barley, malted (with its dust) - -	829*	3·0*	17·9*	13·7*	5	942	934	−8		589¾	21·1	
Rape Cake - -	560	2·0	12·1	9·3	6	1,400	1,392	−8	1·93	638½	22·8	130½
Bean-meal - -	560	2·0	12·1	9·3	7	1,076	1,076	—		731	26·1	
Clover-chaff -	3,920	14·0	84·8	65·0	8	1,132	1,144	12		583¾	20·8	
Straw-chaff - -	2,156	7·7	46·7	35·7	9	1,098	1,106	8		815½	29·1	
Pulped Swedes -	14,112	50·4	305·4	233·8	10	1,237	1,194	−43		829¾	29·6	
					Totals -	11,508	11,597	89	—	6,035¼	—	—
					Averages	1,151	1,160	9	1·93	603½	21·6	130½

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXIII.

Experiments made with COWS, at Newlands Farm, Rugby.

Record of the Food consumed, of the Weights, of the Increase in Live-weight, and of the Milk yielded.

3rd Period, 2 Weeks; February 15 to February 29, 1864.

Food consumed.					Cows.	Weights. Increase (or Loss) in Live-Weight and Milk.						
						Weights.		Increase (or Loss) in Live-Weight.		Milk yielded.		
——	Total in 2 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Milk.		Feb. 15.	Feb. 29.	Total in 2 Weeks.	Per 1,000 lbs. Live-weight per Week.	Total in 2 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,116	1,136	20		268¾	19·2	
					2	1,095	1,114	19		430	30·7	
					3	1,132	1,150	18		351½	25·1	
					4	1,144	1,150	6		301¼	21·5	
Barley, unmalted -	420	3·0	18·0	11·6	5	1,016	1,018	2		349¾	25·0	
Rape Cake - -	280	2·0	12·0	8·6	6	1,280	1,312	32	7·24	279½	20·0	140
Bean-meal - -	280	2·0	12·0	8·6	7	1,300	1,308	8		274¾	19·6	
Clover-chaff -	1,960	14·0	83·9	59·9	8	964	974	10		344¼	24·6	
Straw-chaff - -	1,078	7·7	46·2	32·9	9	1,239	1,252	13		237	16·9	
Pulped Swedes -	7,056	50·4	302·1	215·6	10	1,306	1,347	41		435¼	31·1	
					Totals -	11,592	11,760	169	—	3,272	—	—
					Averages	1,159	1,176	17	7·24	327¼	23·4	140

Lot 2.—10 Cows; Special Food—Malted Barley "No. 1." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,288	1,310	22		191¼	13·7	
					2	1,024	1,022	−2		376½	26·9	
					3	1,392	1,428	36		3¼	0·2	
					4	1,047	1,066	19		282	20·1	
Barley, malted (with its dust) - -	414*	3·0*	17·8*	14·4*	5	934	936	2		273¾	19·6	
Rape Cake - -	280	2·0	12·0	9·7	6	1,392	1,396	4	5·23	320	22·9	123½
Bean-meal - -	280	2·0	12·0	9·7	7	1,076	1,076	—		365¾	26·1	
Clover-chaff - -	1,960	14·0	84·1	68·0	8	1,144	1,179	35		274¼	19·6	
Straw-chaff - -	1,078	7·7	46·2	37·4	9	1,106	1,092	−14		397	28·4	
Pulped Swedes -	7,056	50·4	302·6	244·8	10	1,194	1,214	20		398¼	28·4	
					Totals -	11,597	11,719	122	—	2,882	—	—
					Averages	1,160	1,172	12	5·23	288¼	20·6	123½

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXIV.

Experiments made with COWS, at Newlands Farm, Rugby.

Summary of the Weights, Increase in Live-weight, and Yield of Milk.

Cows Nos.	Weights at Commencement (Dec. 21, 1863).	Increase (or Loss) in Weight.			Weights at Conclusion (Feb. 29, 1864).	Summary of the Increase (or Loss) in Weight.			Yield of Milk.		
		In 4 Weeks; Dec. 21, 1863 to Jan. 18, 1864.	In 4 Weeks; Jan. 18, to Feb. 15.	In 2 Weeks; Feb. 15 to Feb. 29.		Total in 10 Weeks.	Per Head per Week.	Per 1,000 Lbs. Live-weight per Week.	First Week.	Last Week.	Average of the 10 Weeks.
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.
Lot 1.—10 Cows; Special Food—Unmalted Barley "No. 1."											
1	1,086	48	−18	20	1,136	50	5 0	4 8	158 12	132 5	131 2
2	1,044	68	−17	19	1,114	70	7 0	6 7¾	229 2	217 3	219 2
3	1,065	62	5	18	1,150	85	8 8	7 10¾	180 7	175 14	175 12
4	1,082	43	19	6	1,150	68	6 12¾	6 1½	165 14	149 1	154 1
5	1,020	−26	22	2	1,018	−2	−0 3½	−0 3¼	187 4	174 2	175 10
6	1,164	78	38	32	1,312	148	14 12¾	11 15¼	157 6	139 11	142 8
7	1,260	24	16	8	1,308	48	4 12¾	3 11¾	156 4	136 7	145 0
8	944	10	10	10	974	30	3 0	3 2	177 13	178 8	162 10
9	1,156	42	41	13	1,252	96	9 9½	7 15½	150 12	117 6	130 3
10	1,236	76	− 6	41	1,347	111	11 1½	8 9½	265 12	217 11	230 12
Totals -	11,057	425	110	169	11,761	704	—	—	1,829 6	1,630 4	—
Averages -	1,106	42	11	17	1,176	70	7 0¾	6 2¾	182 15	163 0	166 11
Lot 2.—10 Cows; Special Food—Malted Barley "No. 1." (with Malt-dust).											
1	1,184	32	72	22	1,310	126	12 9½	10 1¾	125 2	89 14	106 9
2	992	32	—	− 2	1,022	30	3 0	2 15¾	202 8	186 1	190 2
3	1,260	76	56	36	1,428	168	16 12¾	12 8	137 4	—	45 15
4	1,020	27	—	19	1,066	46	4 9½	4 6½	157 15	135 9	146 0
5	914	28	−8	2	936	22	2 3¼	2 6	173 13	132 5	152 1
6	1,316	84	−8		1,396	80	8 0	5 14½	169 7	154 10	161 13
7	1,008	68	—	—	1,076	68	6 12¾	6 8½	187 1	183 14	184 2
8	1,065	67	12	35	1,179	114	11 6½	10 2½	180 5	134 13	151 4
9	1,040	58	8	−14	1,092	52	5 3¼	4 14	202 14	190 6	199 9
10	1,206	31	−43	20	1,214	8	0 12¾	0 10½	260 15	195 0	222 9
Totals -	11,005	503	89	122	11,719	714	—	—	1,797 4	1,402 8	—
Averages -	1,101	50	9	12	1,172	71	7 2¼	6 4½	179 12	840 4	856

Table XXV.

Experiments made with OXEN, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase of Live-weight.

1st Period of 4 Weeks; December 1 to December 29, 1863.

Food consumed.					Oxen.	Weights, and Increase (or Loss) in Live-weight.				
						Weights.		Increase (or Loss) in Live-weight.		
———	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Dec. 1.	Dec. 29.	Total in 4 Weeks.	Per Head per Week.	Per 1,000 lbs. Live-weight per Week.

Lot 1.—10 Oxen; Special Food—Unmalted Barley "No. 2."

					Nos.	lbs.	lbs.	lbs.	lbs.	lbs
					1	1,151	1,156	5	1·3	
					2	1,079	1,170	91	22·8	
					3	1,183	1,275	92	23·0	
	lbs.	lbs.	lbs.	lbs.	4	1,097	1,163	66	16·5	
Barley, unmalted	1,120	4·0	24·8	156·0	5	1,095	1,166	71	17·7	16
Clover-chaff -	2,240	8·0	49·6	312·0	6	1,039	1,107	68	17·0	
Swedes, ad lib. -	24,867	88·8	551·1	3,463·4	7	1,152	1,215	63	15·8	
					8	1,015	1,131	116	29·0	
					9	1,102	1,174	72	18·0	
					10	1,008	1,082	74	18·5	
					Totals -	10,921	11,639	718	—	—
					Averages	1,092	1,164	71¾	18·0	16

Lot 2.—10 Oxen; Special Food—Malted Barley "No. 2" (with Malt-dust).

					Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,204	1,226	22	5·5	
					2	1,057	1,148	91	22·8	
					3	1,148	1,208	60	15·0	
	lbs.	lbs.	lbs.	lbs.	4	1,088	1,142	54	13·5	
Barley, malted, with its dust	1,120*	4·0*	25·0*	221·3*	5	1,176	1,184	8	2·0	
					6	1,092	1,079	—13	—3·2	11¼
Clover-chaff -	2,240	8·0	50·0	442·7	7	1,078	1,090	12	3·0	
Swedes, ad lib. -	23,749	84·8	529·6	4,693·5	8	1,029	1,065	36	9·0	
					9	1,078	1,661	88	22·0	
					10	1,008	1,156	148	37·0	
					Totals -	10,958	11,464	506	—	—
					Averages	1,096	1,146	50½	12·7	11¼

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXVI.

Experiments made with OXEN, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

2nd Period of 4 Weeks; December 29, 1863, to January 26, 1864.

Food consumed.					Oxen.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
——	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Dec. 29, 1863.	Jan. 26, 1864.	Total in 4 Weeks.	Per Head per Week.	Per 1,000 lbs. Live-weight per Week.

Lot 1.—10 Oxen; Special Food—Unmalted Barley "No. 2."

					Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,156	1,228	72	18·0	
					2	1,170	1,222	52	13·0	
					3	1,275	1,368	93	23·3	
	lbs.	lbs.	lbs.	lbs.	4	1,163	1,219	56	14·0	
Barley, unmalted	1,120	4·0	23·3	147·0	5	1,166	1,222	56	14·0	$15\frac{3}{4}$
Clover-chaff -	2,800	10·0	58·2	367·5	6	1,107	1,185	78	19·5	
Swedes, ad lib. -	25,511	91·1	530·6	3347·9	7	1,215	1,323	108	27·0	
					8	1,131	1,208	77	19·2	
					9	1,174	1,268	94	23·5	
					10	1,082	1,158	76	19·0	
					Totals -	11,639	12,401	762	—	—
					Averages	1,164	1,240	$76\frac{1}{4}$	19·0	$15\frac{3}{4}$

Lot. 2.—10 Oxen; Special Food—Malted Barley "No. 2" (with Malt-dust).

					Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,226	1,323	97	24·3	
					2	1,148	1,208	70	17·5	
					3	1,208	1,316	108	27·0	
	lbs.	lbs.	lbs.	lbs.	4	1,142	1,232	90	22·5	
Barley, malted, with its dust	1,120*	4·0*	23·6*	142·5*	5	1,184	1,262	78	19·5	$16\frac{1}{2}$
Clover-chaff -	2,800	10·0	59·0	356·2	6	1,079	1,132	53	13·2	
Swedes, ad lib. -	26,057	93·1	549·4	3315·1	7	1,090	1,164	74	18·5	
					8	1,065	1,162	97	24·3	
					9	1,166	1,225	59	14·7	
					10	1,156	1,216	60	15·0	
					Totals -	11,464	12,250	786	—	—
					Averages	1,146	1,225	$78\frac{1}{2}$	19·6	$16\frac{1}{2}$

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXVII.

Experiments made with OXEN, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

3rd Period of 4 Weeks; January 26 to February 23, 1864.

Lot 1.—10 Oxen; Special Food—Unmalted Barley "No. 2."

Food consumed.					Oxen.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Jan 26.	Feb. 23.	Total in 4 Weeks.	Per Head per Week.	Per 1,000 lbs. Live-weight per Week.
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,228	1,299	71	17·8	
					2	1,222	1,274	52	13·0	
					3	1,368	1,465	97	24·2	
					4	1,219	1,302	83	20·8	
Barley, unmalted	1,120	4·0	21·9	156·3	5	1,222	1,291	69	17·2	14¼
Oilcake - -	560	2·0	11·0	77·1	6	1,185	1,260	75	18·8	
Clover-chaff -	3,360	12·0	65·8	462·8	7	1,323	1,393	70	17·5	
Swedes, ad lib. -	21,757	77·7	426·1	2996·8	8	1,208	1,288	80	20·0	
					9	1,268	1,351	83	20·7	
					10	1,158	1,204	46	11·5	
					Totals -	12,401	13,127	726	—	—
					Averages	1,240	1,313	72½	18·2	14¼

Lot 2.—10 Oxen; Special Food—Malted Barley "No. 2" (with Malt-dust).

					Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,323	1,400	77	19·3	
					2	1,218	1,295	77	19·3	
					3	1,316	1,383	67	16·7	
	lbs.	lbs.	lbs.	lbs.	4	1,232	1,274	42	10·5	
Barley, malted, with its dust	1,120*	4·0*	22·3	177·5*	5	1,262	1,325	63	15·8	12½
Oilcake - -	560	2·0	11·1	88·7	6	1,132	1,185	53	13·2	
Clover-chaff -	3,360	12·0	66·9	532·5	7	1,164	1,253	89	22·3	
Swedes, ad lib. -	20,930	74·8	416·4	3317·0	8	1,162	1,197	35	8·7	
					9	1,225	1,288	63	15·8	
					10	1,216	1,281	65	16·2	
					Totals -	12,250	12,881	631	—	—
					Averages	1,225	1,288	63	15·8	12½

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXVIII.

Experiments made with OXEN, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

4th Period of 4 Weeks; February 23 to March 22, 1864.

Food consumed.					Oxen.	Weights, and Increase (or Loss) in Live-weight.				
						Weights.		Increase (or Loss) in Live-weight.		
	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Feb. 23.	Mar. 22.	Total in 4 Weeks.	Per Head per Week.	Per 1,000 lbs. Live-weight per Week.

Lot. 1.—10 Oxen; Special Food—Unmalted Barley "No. 2."

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,299	1,316	17	4·3	
					2	1,274	1,328	54	13·5	
					3	1,465	1,470	5	1·2	
					4	1,302	1,314	12	3·0	
					5	1,291	1,310	19	4·8	$1\frac{3}{4}$
Barley, unmalted	1,120	4·0	21·3	1287·4	6	1,260	1,238	−22	−5·5	
Oilcake - -	560	2·0	10·6	643·7	7	1,393	1,392	−1	−0·3	
Clover-chaff -	3,360	12·0	63·8	3862·1	8	1,288	1,294	6	1·5	
Swedes, ad lib. -	18,175	64·9	345·0	20890·8	9	1,351	1,353	2	0·5	
					10	1,204	1,199	−5	−1·2	
					Totals -	13,127	13,214	87	—	—
					Averages	1,313	1,321	$8\frac{3}{4}$	2·2	$1\frac{3}{4}$

Lot 2.—10 Oxen; Special Food—Malted Barley "No. 2." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,400	1,437	37	9·3	
					2	1,295	1,300	5	1·2	
					3	1,383	1,430	47	11·8	
					4	1,274	1,311	37	9·2	
Barley, malted, with its dust	1,120*	4·0*	21·5*	388·9*	5	1,325	1,334	9	2·3	$5\frac{1}{2}$
					6	1,185	1,210	25	6·2	
Oilcake - -	560	2·0	10·7	194·4	7	1,253	1,276	23	5·8	
Clover-chaff -	3,360	12·0	64·5	1166·7	8	1,197	1,252	55	13·7	
Swedes, ad lib. -	19,332	69·0	371·1	6712·5	9	1,288	1,311	23	5·8	
					10	1,281	1,308	27	6·7	
					Totals -	12,881	13,169	288	—	—
					Averages	1,288	1,317	$28\frac{3}{4}$	7·2	$5\frac{1}{2}$

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXIX.

Experiments made with OXEN, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

5th Period of 4 Weeks; March 22 to April 19, 1864.

Food consumed.					Oxen.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
——	Total in 4 Weeks.	Per Head per Day.	Per 1,000 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Mar. 22.	Apr. 19.	Total in 4 Weeks.	Per Head per Week.	Per 1,000 lbs. Live-weight per Week.

Lot 1.—10 Oxen; Special Food—Unmalted Barley "No. 2."

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,316	1,404	88	22·0	
					2	1,328	1,386	58	14·5	
					3	1,470	1,591	121	30·3	
					4	1,314	1,404	90	22·5	
Barley, unmalted	1,120	4·0	20·3	101·8	5	1,310	1,422	112	28·0	
Oilcake - -	1,120	4·0	20·3	101·8	6	1,238	1,344	106	26·5	20
Clover-chaff -	3,360	12·0	61·0	305·5	7	1,392	1,566	174	43·5	
Roots ad lib. { Swedes	3,856	13·8	70·0	350·5	8	1,294	1,424	130	32·5	
Roots ad lib. { Mangolds	13,980	49·9	253·9	1,270·9	9	1,353	1,482	129	32·2	
					10	1,199	1,291	92	23·0	
					Totals -	13,214	14,314	1,100	—	—
					Averages	1,321	1,431	110	27·5	20

Lot 2.—10 Oxen; Special Food—Malted Barley "No. 2" (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	1,437	1,525	88	22·0	
					2	1,300	1,422	122	30·5	
					3	1,430	1,525	95	23·8	
					4	1,311	1,396	85	21·2	
Barley, malted, with its dust	1,120*	4·0*	20·7*	144·7*	5	1,334	1,444	110	27·5	
Oilcake - -	1,120	4·0	20·7	144·7	6	1,210	1,256	46	11·5	14¼
Clover-chaff -	3,360	12·0	62·0	434·1	7	1,276	1,346	70	17·5	
Roots ad lib. { Swedes -	4,347	15·5	80·2	561·6	8	1,252	1,252	—	—	
Roots ad lib. { Mangolds	14,490	51·8	267·2	1,872·1	9	1,311	1,385	74	18·5	
					10	1,308	1,392	84	21·0	
					Totals -	13,169	13,943	774	—	—
					Averages	1,317	1,394	77½	19·4	14¼

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXX.

Experiments made with OXEN, at Rothamsted, Herts.

Summary of the Weights, and of the Increase in Live-weight.

Total Period, 20 Weeks; December 1, 1863, to April 19, 1864.

Oxen.	Weights at Commencement Dec. 1, 1863.	Increase (or Loss) in Weight.					Weights at Conclusion April 19, 1863.	Summary of the Increase in Weight.		
		In 4 Weeks; Dec. 1. to Dec. 29, 1863.	In 4 Weeks; Dec. 29, 1863 to Jan. 26, 1864.	In 4 Weeks; Jan. 26 to Feb. 23, 1864.	In 4 Weeks; Feb. 23 to Mar. 22, 1864.	In 4 Weeks; Mar. 22 to April 19, 1864.		Total in 20 Weeks.	Per Head per Week.	Per 1,000 lbs. Live-weight per Week.
Lot. 1.—10 Oxen; Special Food—Unmalted Barley "No. 2."										
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	1,151	5	72	71	17	88	1,404	253	12 10	9 14
2	1,079	91	52	52	54	58	1,386	307	15 6	12 7
3	1,183	92	93	97	5	121	1,591	408	20 6	14 11
4	1,097	66	56	83	12	90	1,404	307	15 6	12 4
5	1,095	71	56	69	19	112	1,422	327	16 6	13 0
6	1,039	68	78	75	—22	106	1,344	305	15 4	12 13
7	1,152	63	108	70	— 1	174	1,566	414	20 11	15 4
8	1,015	116	77	80	6	130	1,424	409	20 7	16 12
9	1,102	72	94	83	2	129	1,482	380	19 0	14 11
10	1,008	74	76	46	— 5	92	1,291	283	14 2	12 5
Totals -	10,921	718	762	726	87	1,100	14,314	3,393	—	—
Averages	1,092	71¾	76¼	72½	8¾	110	1,431¼	339¼	16 15	13 7
Lot. 2.—10 Oxen; Special Food—Malted Barley "No. 2." (with Malt-dust).										
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	1,204	22	97	77	37	88	1,525	321	16 1	11 12
2	1,057	91	70	77	5	122	1,422	365	18 4	14 12
3	1,148	60	108	67	47	95	1,525	377	18 14	14 2
4	1,088	54	90	42	37	85	1,396	308	15 6	12 6
5	1,176	8	78	63	9	110	1,444	268	13 6	10 4
6	1,092	—13	53	53	25	46	1,256	164	8 3	7 0
7	1,078	12	74	89	23	70	1,346	268	13 6	11 1
8	1,029	36	97	35	55	—	1,252	223	11 2	9 12
9	1,078	88	59	63	23	74	1,385	307	15 6	12 7
10	1,008	148	60	65	27	84	1,392	384	19 3	16 0
Totals -	10,958	506	786	631	288	774	13,943	2,985	—	—
Averages	1,095¾	50½	78½	63	28¾	77½	1,394¼	298½	14 15	12 0

TABLE XXXI.

EXPERIMENTS made with OXEN, at ROTHAMSTED, HERTS.

Summary of the Food consumed, and of the Increase yielded, during each separate Month, and during the entire Period of Five Months.

Periods. Dates.	Number of Weeks.	Food consumed. Per Head per Week. Barley (or Malt).	Oilcake.	Clover-chaff.	Roots.	Per 1,000 lbs. Live-weight per Week. Barley (or Malt).	Oilcake.	Clover-chaff.	Roots	To produce 100 lb. increase. Barley (or Malt).	Oilcake.	Clover-chaff.	Roots.	Increase in Weight. Per Head per Week.	Per 1,000 lbs. Live-weight per Week.
Lot 1.—10 Oxen ; Special Food—Unmalted Barley " No. 2."															
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
December 1 to December 29	4	28·0	—	56·0	621¾	24·8	—	49·6	551·1	156·0	—	312·0	3464·4	17 15¼	15 14½
December 29 to January 26	4	28·0	—	70·0	637¾	23·3	—	58·2	530·6	147·0	—	367·5	3347·9	19 0¾	15 13½
January 26 to February 23	4	28·0	14·0	84·0	544	21·9	11·0	65·8	426·1	154·3	77·1	462·8	2996·8	18 2½	14 2½
February 23 to March 22	4	28·0	14·0	84·0	454¼	21·3	10·6	63·8	345·0	1287·4	643·7	3862·1	20890·8	2 2¾	1 10½
March 22 to April 19	4	28·0	28·0	84·0	446	20·3	20·3	61.0	324·6	101·8	101·8	305·5	1621·5	27 8	19 14¾
December 1 to April 19	20	28·0	11·2	75·6	540¾	22·2	8·9	59·9	428·6	165·1	66·0	445·6	3187·3	16 15½	13 7¼
Lot 2.—10 Oxen ; Special Food—Malted Barley " No. 2." (with Malt-dust).															
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
December 1 to December 29	4	*28·0	—	56·0	593¾	*25·0	—	50·0	529·6	*221·3	—	442·7	4693·5	12 10½	11 4½
December 29 to January 26	4	*28·0	—	70·0	651½	*23·6	—	59·0	549·4	*142·5	—	356·2	3315·1	19 10½	16 8
January 26 to February 23	4	*28·0	14·0	84·0	523¼	*22·3	11·1	66·9	416·4	*177·5	88·7	532·5	3317·0	15 12½	12 8¾
February 23 to March 22	4	*28·0	14·0	84·0	487¼	*21·5	10·7	64·5	371·1	*388·9	194·4	1166·7	6712·5	7 3¼	5 8½
March 22 to April 19	4	*28·0	28·0	84·0	471	*20·7	20·7	62·0	347·4	*144·7	144·7	434·1	2433·7	19 5½	14 4¼
December 1 to April 19	20	*28·0	11·2	75·6	544½	*22·5	9·0	60·7	437·4	*187·6	75·0	506·5	3648·4	14 14¾	11 15¾

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXXII.

Experiments made with OXEN, at Rothamsted, Herts.

Weights of the Carcasses, and of some other separated Parts.

Designation of Parts.	Oxen.										
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.	Means.
Lot 1.—Special Food—Unmalted Barley "No. 2."											
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Caul fat	23	27	28	24	35	24	32	20	23	23	26
Intestinal fat	65	65	61	51	72	52	71	65	68	47	61¾
Heart	5	5	6	6	6	5¾	5¾	6¾	6¾	5¾	6
Liver	15	15¼	15	17	15½	15	19¾	19	16	13	16
Head and Tongue	33	34	43	38	34	37	34	33	35	35	35⅛
Hide	85	80	96	84	74	83	78	66	82	77	80½
Total	226	226½	249	220	236½	216¾	240½	209¾	230¾	200¾	225¾
Other offal parts, loss by fasting, evaporation, &c.	426	355½	424	374	381½	379¼	467½	410¼	387¼	346¼	395
Carcass (cold)	752	804	918	810	804	748	858	804	864	744	810¼
Live-weight (unfasted)	1,404	1,386	1,591	1,404	1,422	1,344	1,566	1,424	1,482	1,291	1,431
Lot 2.—Special Food—Malted Barley "No. 2." (with Malt-dust).											
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Caul fat	28	22	27	18	28	21	20	19	20	23	22½
Intestinal fat	84	38	77	54	63	56	67	59	70	72	64
Heart	6	6¾	7¾	6	6	6	5¾	5¼	6¼	5½	6
Liver	17	14	15⅝	17¾	16	13	15	13½	15	17	15½
Head and Tongue	39½	35	39½	38½	37½	37¾	35¼	36½	38¼	36¼	37½
Hide	87	94	89	82	74	79	92	78	91	84	85
Total	261½	209¾	256	216¼	224⅓	212¾	235	211¼	240⅛	237¾	230⅛
Other offal parts, loss by fasting, evaporation, &c.	423⅛	410½	461	397⅜	395⅓	349¼	397	318¾	368⅓	366¼	388⅓
Carcass (cold)	840	804	808	782	824	694	714	722	776	783	775
Live-weight (unfasted)	1,525	1,422	1,525	1,396	1,444	1,256	1,346	1,252	1,385	1,392	1,394

Table XXXIII.

Experiments made with OXEN, at Rothamsted, Herts.

Per-centages of the Carcasses, and some other separated Parts, in the Live-weights (unfasted).

Designation of Parts.	Oxen.										
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.	Means.
Lot 1.—Special Food—Unmalted Barley "No. 2."											
Caul fat	1·64	1·95	1·76	1·71	2·46	1·79	2·04	1·40	1·55	1·78	1·81
Intestinal fat	4·63	4·69	3·84	3·63	5·07	3·87	4·54	4·57	4·59	3·64	4·31
Heart	0·36	0·36	0·38	0·43	0·42	0·43	0·37	0·47	0·46	0·45	0·41
Liver	1·07	1·12	0·94	1 21	1·09	1·12	1·26	1·33	1·08	1·01	1·12
Head and tongue	2·35	2·45	2·70	2·71	2·39	2·75	2·17	2·32	2·36	2·71	2·49
Hide	6·05	5·77	6·03	5·98	5·20	6·17	4·98	4·64	5·53	5·96	5·63
Total	16·10	16·34	15·65	15·67	16·63	16·13	15·36	14·73	15·57	15·55	15·77
Other offal parts, loss by fasting, evaporation, &c.	30·34	25·65	26·65	26·64	26·83	28·22	29·85	28·81	26·13	26·82	27·60
Carcass (cold)	53·56	58·01	57·70	57·69	56·64	55·65	54·79	56·46	58·30	57·63	56·63
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot. 2.—Special Food—Malted Barley "No. 2." (with Malt-dust).											
Caul fat	1·84	1·55	1·77	1·29	1·94	1·67	4·48	1·52	1·45	1·65	1·62
Intestinal fat	5·51	2·67	5·05	3·87	4·36	4·46	4·98	4·71	5·05	5·17	4·58
Heart	0·39	0·48	0·51	0·43	0·42	0·48	0·43	0·42	0·45	0·40	0·44
Liver	1·11	0·98	1·03	1·27	1·11	1·04	1·11	1·07	1·08	1·22	1·10
Head and tongue	2·59	2·46	2·59	2·76	2·59	3·00	2·62	2·92	2·76	2·61	2·69
Hide	5·71	6·61	5·84	5·87	5·13	6·29	6·84	6·23	6·57	6·03	6·11
Total	17·15	14·75	16·79	15·49	15·55	16·94	17·46	16·87	17·36	17·08	16·54
Other offal parts, loss by fasting, evaporation, &c.	27·77	28·85	30·23	28·49	27·39	27·81	29·49	25·46	26·61	26·31	27·84
Carcass (cold)	55·08	56·40	52·98	56·02	57·06	55·25	53·05	57·67	56·03	56·61	55·62
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00

Table XXXIV.

Experiments made with SHEEP, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

1st Period of 4 Weeks; December 2 to December 30, 1863.

Lot 1.—12 Sheep; Special Food—Unmalted Barley "No. 1."

Food consumed:	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	252	0·75	4·94	188·9
Clover-chaff	336	1·00	6·59	245·3
Swedes, ad lib.	3,693	10·98	72·29	2692·0

Sheep.	Weights: Dec. 2, 1863.	Weights: Dec. 30, 1863.	Increase in Live-weight: Total in 4 Weeks.	Increase in Live-weight: Per Head per Week.	Increase in Live-weight: Per 100 lbs Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	112	121	9	2·25	
2	101	115	14	3·50	
3	101	114	13	3·25	
4	107	114	7	1·75	
5	100	108	8	2·00	
6	92	104	12	3·00	
7	100	110	10	2·50	2·69
8	105	119	14	3·50	
9	88	102	14	3·50	
10	119	131	12	3·00	
11	88	100	12	3·00	
12	94	106	12	3·00	
Totals	1,207	1,344	137	—	—
Averages	101	112	11½	2·85	2·69

Lot 2.—12 Sheep; Special Food—Malted Barley "No. 1." (with Malt-dust).

Food consumed:	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, malted, with its dust	249*	0·74*	4·87*	182·7*
Clover-chaff	336	1·00	6·58	247·1
Swedes, ad lib.	3,393	10·99	72·30	2715·4

Sheep.	Weights: Dec. 2, 1863.	Weights: Dec. 30, 1863.	Increase in Live-weight: Total in 4 Weeks.	Increase in Live-weight: Per Head per Week.	Increase in Live-weight: Per 100 lbs Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	109	120	11	2·75	
2	94	104	10	2·50	
3	96	105	9	2·25	
4	100	108	8	2·00	
5	119	133	14	3·50	
6	112	126	14	3·50	2·66
7	94	104	10	2·50	
8	102	114	12	3·00	
9	105	118	13	3·25	
10	94	101	7	1·75	
11	96	110	14	3·50	
12	88	102	14	3·50	
Totals	1,209	1,345	136	—	—
Averages	101	112	11½	2·83	2·66

Lot 3.—12 Sheep; Special Food—Unmalted Barley "No. 2."

Food consumed:	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	252	0·75	4·96	198·4
Clover-chaff	336	1·00	6·62	264·6
Swedes, ad lib.	3,680	10·95	72·47	2897·6

Sheep.	Weights: Dec. 2, 1863.	Weights: Dec. 30, 1863.	Increase in Live-weight: Total in 4 Weeks.	Increase in Live-weight: Per Head per Week.	Increase in Live-weight: Per 100 lbs Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	112	126	14	3·50	
2	112	126	14	3·50	
3	114	122	8	2·00	
4	105	116	11	2·75	
5	105	116	11	2·75	
6	94	106	12	3·00	
7	98	108	10	2·50	2·50
8	84	91	7	1·75	
9	104	112	8	2·00	
10	104	114	10	2·50	
11	88	100	15	3·75	
12	86	93	7	1·75	
Totals	1,206	1,333	127	—	—
Averages	100	111	10½	2·65	2·50

Lot 4.—12 Sheep; Special Food—Malted Barley "No. 2." (with Malt-dust).

Food consumed:	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, malted, with its dust	252*	0·75*	4·93*	193·8*
Clover-chaff	336	1·00	6·57	258·5
Swedes, ad lib.	3,668	10·92	71·75	2821·5

Sheep.	Weights: Dec. 2, 1863.	Weights: Dec. 30, 1863.	Increase in Live-weight: Total in 4 Weeks.	Increase in Live-weight: Per Head per Week.	Increase in Live-weight: Per 100 lbs Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	119	126	7	1·75	
2	114	126	12	3·00	
3	94	105	11	2·75	
4	102	114	12	3·00	
5	108	120	12	3·00	
6	91	103	12	3·00	2·54
7	107	119	12	3·00	
8	91	102	11	2·75	
9	102	114	12	3·00	
10	94	104	10	2·50	
11	100	110	10	2·50	
12	91	100	9	2·25	
Totals	1,213	1,343	130	—	—
Averages	101	112	10¾	2·71	2·54

Lot 5.—12 Sheep; Special Food—Unmalted and Malted Barley "No. 2." (with Malt-dust).

Food consumed:	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	168	0·50	3·33	117·5
Barley, malted, with its dust	84*	0·25*	1·66*	58·7*
Clover-chaff	336	1·00	6·65	235·0
Swedes, ad lib.	3,668	10·92	72·63	2565·0

Sheep.	Weights: Dec. 2, 1863.	Weights: Dec. 30, 1863.	Increase in Live-weight: Total in 4 Weeks.	Increase in Live-weight: Per Head per Week.	Increase in Live-weight: Per 100 lbs Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	128	144	16	4·00	
2	114	126	12	3·00	
3	91	101	10	2·50	
4	104	114	10	2·50	
5	94	108	14	3·50	
6	96	112	16	4·00	2·83
7	94	105	11	2·75	
8	102	114	12	3·00	
9	91	103	12	3·00	
10	98	108	10	2·50	
11	88	98	10	2·50	
12	91	101	10	2·50	
Totals	1,191	1,334	143	—	—
Averages	99	111	12	2·98	2·83

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXXV.

Experiments made with SHEEP, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

2nd Period of Four Weeks; December 30, 1863, to January 27, 1864.

Lot 1.—12 Sheep; Special Food—Unmalted Barley "No. 1."

	Food consumed. Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	252	0·75	4·53	268·1
Clover-chaff	336	1·00	6·04	357·4
Swedes, ad lib.	3,664	10·90	65·85	3897·9

Sheep.	Weights. Dec. 30, 1863.	Jan. 27, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	121	126	5	1·25	1·69
2	115	124	9	2·25	
3	114	122	8	2·00	
4	114	120	6	1·50	
5	108	118	10	2·50	
6	104	110	6	1·50	
7	110	118	8	2·00	
1	119	129	10	2·50	
9	102	112	10	2·50	
10	131	140	9	2·25	
11	100	105	5	1·25	
12	106	114	8	2·00	
Totals	1,344	1,438	94	—	—
Averages	112	120	7¾	1·96	1·69

Lot 2.—12 Sheep; Special Food—Malted Barley "No. 1." (with Malt-dust).

	Food consumed. Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, malted, with its dust	249*	0·74*	4·46*	251·1*
Clover-chaff	336	1·00	6·02	339·4
Swedes, ad lib.	3,683	13·96	66·03	3720·2

Sheep.	Weights. Dec. 30, 1863.	Jan. 27, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	120	126	6	1·50	1·77
2	104	110	6	1·50	
3	105	114	9	2·25	
4	108	120	12	3·00	
5	133	145	12	3·00	
6	126	136	10	2·50	
7	104	108	4	1·00	
8	114	120	6	1·50	
9	118	128	10	2·50	
10	101	113	12	3·00	
11	110	114	4	1·00	
12	102	110	8	2·00	
Totals	1,345	1,444	99	—	—
Averages	112	120	8¼	2·06	1·77

Lot 3.—12 Sheep; Special Food—Unmalted Barley "No. 2."

	Food consumed. Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	252	0·75	4·53	223·0
Clover-chaff	336	1·00	6·05	297·3
Swedes, ad lib.	3,687	10·97	66·34	3262·8

Sheep.	Weights. Dec. 30, 1863.	Jan. 27, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	126	138	12	3·00	2·03
2	126	134	8	2·00	
3	122	134	12	3·00	
4	116	124	8	2·00	
5	116	130	14	3·50	
6	106	117	11	2·75	
7	108	112	4	1·00	
8	91	98	7	1·75	
9	112	122	10	2·50	
10	114	122	8	2·00	
11	103	115	12	3·00	
12	93	100	7	1·75	
Totals	1,333	1,446	113	—	—
Averages	111	120	9½	2·35	2·03

Lot 4.—12 Sheep; Special Food—Malted Barley "No 2." (with Malt-dust).

	Food consumed. Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, malted, with its dust	252*	0·75*	4·58*	393·8*
Clover-chaff	325	0·97	5·91	507·8
Swedes, ad lib.	3,182	9·47	57·85	4971·9

Sheep.	Weights. Dec. 30, 1863.	Jan. 27, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	126	132	6	1·50	1·16
2	126	136	10	2·50	
3	105	112	7	1·75	
4	114	105	−9	−2·25	
5	120	130	10	2·50	
6	103	109	6	1·50	
7	119	119	0	0·00	
8	102	110	8	2·00	
9	114	114	0	0·00	
10	104	112	8	2·00	
11	110	116	6	1·50	
12	100	112	12	3·00	
Totals	1,343	1,407	64	—	—
Averages	112	117	5½	1·33	1·16

Lot 5.—12 Sheep; Special Food—Unmalted and Malted Barley "No. 2." (with Malt-dust).

	Food consumed. Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	168	3·50	3·03	163·1
Barley, malted, with its dust	84*	0·25*	1·52*	81·6*
Clover-chaff	336	1·00	6·06	326·2
Swedes, ad lib.	3,628	10·80	65·46	3522·3

Sheep.	Weights. Dec. 30, 1863.	Jan. 27, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	144	150	6	1·50	1·86
2	126	136	10	2·50	
3	101	110	9	2·25	
4	114	120	6	1·50	
5	108	118	10	2·50	
6	112	119	7	1·75	
7	105	113	8	2·00	
8	114	124	10	2·50	
9	103	112	9	2·25	
10	108	116	8	2·00	
11	98	108	10	2·50	
12	101	111	10	2·50	
Totals	1,334	1,437	103	—	—
Averages	111	120	8½	2·15	1·86

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XXXVI.

Experiments made with SHEEP, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

3rd Period of 4 Weeks; January 27 to February 24, 1864.

Lot 1.—12 Sheep; Special Food—Unmalted Barley "No. 1."

Food consumed.					Sheep.	Weights, and Increase (or Loss) in Live-weight.				
						Weights.		Increase (or Loss) in Weight.		
	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Jan. 27, 1864.	Feb. 24, 1864.	Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per week.
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	126	133	7	1·75	
					2	124	134	10	2·50	
					3	122	136	14	3·50	
					4	120	128	8	2·00	
					5	118	128	10	2·50	
					6	110	121	11	2·75	
Barley, unmalted - -	252	0·75	4·21	213·6	7	118	128	10	2·50	1·97
Clover-chaff - - -	336	1·00	5·61	284·7	8	129	140	11	2·75	
					9	112	126	14	3·50	
					10	140	150	10	2·50	
Swedes, ad lib. - - -	3,574	10·64	59·69	3028·8	11	105	110	5	1·25	
					12	114	122	8	2·00	
					Totals -	1,438	1,556	118	—	—
					Averages	120	130	9¾	2·46	1·97

Lot 2.—12 Sheep; Special Food—Malted Barley "No. 1." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	126	134	8	2·00	
					2	110	122	12	3·00	
					3	114	122	8	2·00	
					4	120	128	8	2·00	
					5	145	156	11	2·75	
					6	136	144	8	2·00	
Barley, malted, with its dust -	249*	0·74*	4·16*	256·3*	7	108	114	6	1·50	1·62
Clover-chaff - - -	336	1·00	5·63	346·4	8	120	126	6	1·50	
					9	128	140	12	3·00	
					10	113	119	6	1·50	
Swedes, ad lib. - - -	3,621	10·78	60·65	3733·0	11	114	122	8	2·00	
					12	110	114	4	1·00	
					Totals -	1,444	1,541	97	—	—
					Averages	120	128	8	2·02	1·62

Lot 3.—12 Sheep; Special Food—Unmalted Barley "No. 2."

	lbs.	lbs	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	138	147	9	2·25	
					2	134	144	10	2·50	
					3	134	144	10	2·50	
					4	124	132	8	2·00	
					5	130	142	12	3·00	
					6	117	126	9	2·25	
Barley, unmalted - -	252	0·75	4·19	225·0	7	112	114	2	0·50	1·86
Clover-chaff - - -	336	1·00	5·59	300·0	8	98	110	12	3·00	
					9	122	132	10	2·50	
					10	122	133	11	2·75	
Swedes, ad lib. - - -	3,623	10·78	60·30	3234·8	11	115	124	9	2·25	
					12	100	110	10	2·50	
					Totals -	1,446	1,558	112	—	—
					Averages	121	130	9¼	2·33	1·86

Lot 4.—12 Sheep; Special Food—Malted Barley "No. 2." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	132	140	8	2·00	
					2	136	147	11	2·75	
					3	112	120	8	2·00	
					4†	(105)	(95)	(−10)	—	
					5	130	140	10	2·50	
					6	109	116	7	1·75	
Barley, malted, with its dust -	231*	0·75*	4·27*	224·5*	7	119	130	11	2·75	1·9
Clover-chaff - - - -	319	1·04	5·89	309·7	8	110	122	12	3·00	
					9	114	126	12	3·00	
					10	112	118	6	1·50	
Swedes, ad lib. - - -	3,522	11·44	65·05	3419·4	11	116	128	12	3·00	
					12	112	118	6	1·50	
					Totals -	1,302	1,405	103	—	—
					Averages	118	128	9¼	2·34	1·90

Lot 5.—12 Sheep; Special Food—Unmalted and Malted Barley "No. 2." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	150	163	13	3·25	
					2	136	144	8	2·00	
					3	110	118	8	2·00	
					4	120	128	8	2·00	
					5	118	126	8	2·00	
Barley, unmalted - -	168	0·50	2·83	175·0	6	119	129	10	2·50	1·62
					7	113	123	10	2·50	
Barley, malted, with its dust -	84*	0·25*	1·41*	87·5*	8	124	132	8	2·00	
					9	112	118	6	1·50	
Clover-chaff - - -	336	1·000	5·66	350·0	10	116	122	6	1·50	
					11	108	114	6	1·50	
Swedes, ad lib. - - -	3,622	10·78	60·98	3772·9	12	111	116	5	1·25	
					Totals -	1,437	1,533	96	—	—
					Averages	120	128	8	2·00	1·62

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

† This sheep had been observed to be unwell for about 3 weeks, and was killed on Feb. 3; its proportion of food and weights are excluded in the calculated results given above.

Table XXXVII.

Experiments made with SHEEP, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

4th Period of 4 Weeks; February 24 to March 23, 1864.

Lot 1.—12 Sheep; Special Food—Unmalted Barley "No. 1."

Food consumed.					Sheep.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Weight.		
	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Feb. 24, 1864.	March 23, 1864.	Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	133	137	4	1·00	
					2	134	142	8	2·00	
					3	136	144	8	2·00	
					4	128	133	5	1·25	
					5	128	132	4	1·00	
Barley, unmalted	252	0·75	3·96	376·1	6	121	127	6	1·50	1·05
Clover-chaff	336	1·00	5·28	501·5	7	128	133	5	1·25	
Swedes, ad lib.	4,212	12·54	66·25	6286·6	8	140	150	10	2·50	
					9	126	130	4	1·00	
					10	150	154	4	1·00	
					11	110	114	4	1·00	
					12	122	127	5	1·25	
					Totals	1,556	1,623	67	—	—
					Averages	130	135	5½	1·40	1·05

Lot 2.—12 Sheep; Special Food—Malted Barley "No. 1." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	134	144	10	2·50	
					2	122	128	6	1·50	
					3	122	128	6	1·50	
					4	128	134	6	1·50	
					5	156	163	7	1·75	
Barley, malted, with its dust	249*	0·74*	3·93*	299·5*	6	144	151	7	1·75	1·31
Clover-chaff	336	1·00	5·31	404·8	7	114	122	8	2·00	
Swedes, ad lib.	4,161	12·38	65·74	5013·3	8	126	130	4	1·00	
					9	140	150	10	2·50	
					10	119	125	6	1·50	
					11	122	133	11	2·75	
					12	114	116	2	0·50	
					Totals	1,541	1,624	83	—	—
					Averages	128	135	7	1·73	1·31

Lot 3.—12 Sheep; Special Food—Unmalted Barley "No. 2."

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	147	154	7	1·75	
					2	144	150	6	1·50	
					3	144	147	3	0·75	
					4	132	142	10	2·50	
					5	142	154	12	3·00	
Barley, unmalted	252	0·75	3·95	345·2	6	126	126	0	0·00	1·14
Clover-chaff	336	1·00	5·27	460·3	7	114	114	0	0·00	
Swedes, ad lib.	4,151	12·35	65·08	5686·3	8	110	114	4	1·00	
					9	132	136	4	1·00	
					10	133	142	9	2·25	
					11	124	135	11	2·75	
					12	110	117	7	1·75	
					Totals	1,558	1,631	73	—	—
					Averages	130	136	6	1·52	1·14

Lot 4.—11† Sheep; Special Food—Malted Barley "No. 2." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	140	142	2	0·50	
					2	147	154	7	1·75	
					3	120	126	6	1·50	
					4†	—	—	—	—	
					5	140	147	7	1·75	
Barley, malted, with its dust	231*	0·75*	4·03*	392·1*	6	116	122	6	1·50	1·03
Clover-chaff	308	1·00	5·37	522·0	7	130	136	6	1·50	
Swedes, ad lib.	3,881	12·60	67·64	6578·0	8	122	130	8	2·00	
					9	126	131	5	1·25	
					10	118	118	0	0·00	
					11	128	136	8	2·00	
					12	118	122	4	1·00	
					Totals	1,405	1,464	59	—	—
					Averages	128	133	5½	1·34	1·03

Lot 5.—12 Sheep; Special Food—Unmalted and Malted Barley "No. 2." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	163	174	11	2·75	
					2	144	144	0	0·00	
					3	118	126	8	2·00	
					4	128	133	5	1·25	
					5	126	130	4	1·00	
Barley, unmalted	168	0·50	2·68	233·3	6	129	137	8	2·00	1·15
Barley, malted, with its dust	84*	0·25*	1·34*	116·7*	7	123	130	7	1·75	
Clover-chaff	336	1·00	5·35	466·7	8	132	136	4	1·00	
Swedes, ad lib.	4,162	12·39	66·32	5780·6	9	118	126	8	2·00	
					10	122	126	4	1·00	
					11	114	119	5	1·25	
					12	116	124	8	2·00	
					Totals	1,533	1,605	72	—	—
					Averages	128	134	6	1·50	1·15

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.
† No. 4 sheep of this lot (4) was killed Feb. 3. *See* Note to Table XXXVI.

Table XXXVIII.

Experiments made with SHEEP, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

5th Period of 4 Weeks; March 23 to April 20, 1864.

Lot 1.—12 Sheep; Special Food—Unmalted Barley "No. 1."

Food consumed.	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	336	1·00	5·05	409·8
Clover-chaff	336	1·00	5·05	409·8
Roots, ad lib. Swedes	858	2·55	12·89	1,046·3
Roots, ad lib. Mangolds	2,599	7·74	39·05	3,169·5

Sheep.	Weights, March 23, 1864.	Weights, April 20, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	137	142	5	1·25	1·23
2	142	150	8	2·00	
3	144	154	10	2·50	
4	133	137	4	1·00	
5	132	140	8	2·00	
6	127	134	7	1·75	
7	133	140	7	1·75	
8	150	162	12	3·00	
9	130	133	3	0·75	
10	154	161	7	1·75	
11	114	119	5	1·25	
12	127	133	6	1·50	
Totals	1,623	1,705	82	—	—
Averages	135	142	6¾	1·71	1·23

Lot 2.—12 Sheep; Special Food—Malted Barley "No. 1." (with Malt-dust).

Food consumed.	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, malted, with its dust	331*	0·99*	4·97*	372·4*
Clover-chaff	336	1·00	5·03	377·5
Roots, ad lib. Swedes	827	2·46	12·39	929·2
Roots, ad lib. Mangolds	2,703	8·04	40·50	3,037·1

Sheep.	Weights, March 23, 1864.	Weights, April 20, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	144	154	10	2·50	1·33
2	128	136	8	2·00	
3	128	136	8	2·60	
4	134	140	6	1·50	
5	163	171	8	2·00	
6	151	161	10	2·50	
7	122	126	4	1·00	
8	130	137	7	1·75	
9	150	160	10	2·50	
10	125	128	3	0·75	
11	133	140	7	1·75	
12	116	124	8	2·00	
Totals	1,624	1,713	89	—	—
Averages	135	143	7½	1·85	1·33

Lot 3.—12 Sheep; Special Food—Unmalted Barley "No. 2."

Food consumed.	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	336	1·00	5·03	430·8
Clover-chaff	336	1·00	5·03	430·8
Roots, ad lib. Swedes	828	2·46	12·40	1,061·5
Roots, ad lib. Mangolds	2,743	8·16	41·06	3,516·7

Sheep.	Weights, March 23, 1864.	Weights, April 20, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	154	163	9	2·25	1·17
2	150	158	8	2·00	
3	147	150	3	0·75	
4	142	147	5	1·25	
5	154	164	10	2·50	
6	126	130	4	1·00	
7	114	117	3	0·75	
8	114	120	6	1·50	
9	136	140	4	1·00	
10	142	152	10	2·50	
11	135	142	7	1·75	
12	117	126	9	2·25	
Totals	1,631	1,709	78	—	—
Averages	136	142	6½	1·85	1·17

Lot 4.—11† Sheep; Special Food—Malted Barley "No. 2." (with Malt-dust).

Food consumed.	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, malted, with its dust	308*	1·06*	5·10*	324·7*
Clover-chaff	308	1·00	5·09	324·2
Roots, ad lib. Swedes	828	2·72	13·86	882·1
Roots, ad lib. Mangolds	2,334	7·58	38·60	2,456·8

Sheep.	Weights, March 23, 1864.	Weights, April 20, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	142	150	8	2·00	1·57
2	154	164	10	2·50	
3	126	134	8	2·00	
4	—	—	—	—	
5	147	157	10	2·50	
6	122	128	6	1·50	
7	136	144	8	2·00	
8	130	140	10	2·50	
9	131	140	9	2·25	
10	118	126	8	2·00	
11	136	146	10	2·50	
12	122	130	8	2·00	
Totals	1,464	1,559	95	—	—
Averages	133	2	8¾	2·16	1·57

Lot 5.—12 Sheep; Special Food—Unmalted and Malted Barley "No. 2." (with Malt-dust).

Food consumed.	Total in 4 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Barley, unmalted	224	0·67	3·42	367·2
Barley, malted, with its dust	112*	0·33*	1·71*	183·6*
Clover-chaff	336	1·00	5·14	550·8
Roots, ad lib. Swedes	858	2·55	13·12	1,406·5
Roots, ad lib. Mangolds	2,660	7·92	40·66	4,360·7

Sheep.	Weights, March 23, 1864.	Weights, April 20, 1864.	Increase (or Loss) in Live-weight. Total in 4 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	174	186	12	3·00	0·93
2	144	126	−18	−4·50	
3	126	130	4	1·00	
4	133	142	9	2·25	
5	130	140	10	2·50	
6	137	145	8	2·00	
7	130	136	6	1·50	
8	136	146	10	2·50	
9	126	134	8	2·00	
10	126	133	7	1·75	
11	119	116	− 3	−0·75	
12	124	132	8	2·00	
Totals	1,605	1,666	61	—	—
Averages	134	139	5	1·27	0·93

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.
† No. 4 sheep of this lot (4) was killed Feb. 3. *See* note to Table XXXVI.

Table XXXIX.

Experiments made with SHEEP, at Rothamsted, Herts.

Summary of the Weights, and of the Increase in Live-weight.

Total Period, 20 Weeks; December 2, 1863, to April 20, 1864.

Sheep.	Weights at Commencement Dec. 2, 1863.	Increase (or Loss) in Weight.					Weights at Conclusion April 20, 1864.	Summary of the Increase in Live-weight.		
		In 4 Weeks; Dec. 2, to Dec. 30, 1864.	In 4 Weeks; Dec. 30, 1863 to Jan. 27, 1864.	In 4 Weeks; Jan. 27, to Feb. 24, 1864.	In 4 Weeks; Feb. 24, to Mar. 23, 1864.	In 4 Weeks; Mar. 23, to April 20, 1864.		Total in 20 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 1.—12 Sheep; Special Food—Unmalted Barley "No. 1."										
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	112	9	5	7	4	5	142	30	1 8	1 3
2	101	14	9	10	8	8	150	49	2 7¼	1 15¼
3	101	13	8	14	8	10	154	53	2 10¾	2 1¾
4	107	7	6	8	5	4	137	30	1 8	1 3¾
5	100	8	10	10	4	8	140	40	2 0	1 10¾
6	92	12	6	11	6	7	134	42	2 1¾	1 13¾
7	100	10	8	10	5	7	140	40	2 0	1 10¾
8	105	14	10	11	10	12	162	57	2 13¾	2 2¼
9	88	14	10	14	4	3	133	45	2 4	2 0¼
10	119	12	9	10	4	7	161	42	2 1¾	1 8
11	88	12	5	5	4	5	119	31	1 8¾	1 8
12	94	12	8	8	5	6	133	39	1 15¾	1 11¾
Totals -	1,207	137	94	118	67	82	1,705	498	—	—
Averages	101	11½	7¾	9¾	5½	6¾	142	41½	2 1¼	1 11¼
Lot 2.—12 Sheep; Special Food—Malted Barley "No. 1." (with Malt-dust).										
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	109	11	6	8	10	10	154	45	2 4	1 11¼
2	94	10	9	12	6	8	136	42	2 1¾	1 13¾
3	96	9	9	8	6	8	136	40	2 0	1 11¾
4	100	8	12	8	6	6	140	40	2 0	1 10¾
5	119	14	12	11	7	8	171	52	2 9¼	1 12¾
6	112	14	10	8	7	10	161	49	2 7¼	1 12¾
7	94	10	4	6	8	4	126	32	1 9¼	1 7¾
8	102	12	6	6	4	7	137	35	1 12	1 7¾
9	105	13	10	12	10	10	160	55	2 12	2 1¾
10	94	7	12	6	6	3	128	34	1 11¾	1 8¾
11	96	14	4	8	11	7	140	44	2 3¾	1 13¾
12	88	14	8	4	2	8	124	36	1 12¾	1 11¾
Totals -	1,209	136	99	97	83	89	1,713	504	—	—
Averages	101	11¼	8¼	8	7	7½	143	42	2 1½	1 11½
Lot 3.—12 Sheep; Special Food—Unmalted Barley "No. 2."										
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	112	14	12	9	7	9	163	51	2 8¾	1 13¾
2	112	14	8	10	6	8	158	46	2 4¾	1 11¼
3	114	8	12	10	3	3	150	36	1 12¾	1 5¾
4	105	11	8	8	10	5	147	42	2 1¾	1 10¾
5	105	11	14	12	12	10	164	59	2 15¼	2 3
6	94	12	11	9	—	4	130	36	1 12¾	1 9¾
7	98	10	4	2	—	3	117	19	0 15¼	0 14¼
8	84	7	7	12	4	6	120	36	1 12¾	1 12¼
9	104	8	10	10	4	4	140	36	1 12¾	1 7¾
10	104	10	8	11	9	10	152	48	2 6¾	1 14
11	88	15	12	9	11	7	142	54	2 11¼	2 5¼
12	86	7	7	10	7	9	126	40	2 0	1 14¼
Totals -	1,206	127	113	112	73	78	1,709	503	—	—
Averages	100	10½	9½	9½	6	6½	142	42	2 1½	1 11½
Lot 4.—12* Sheep; Special Food—Malted Barley "No. 2." (with Malt-dust).										
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	119	7	6	8	2	8	150	31	1 8¾	1 2¾
2	114	12	10	11	7	13	164	50	2 8	1 12¾
3	94	11	7	8	6	8	134	40	2 0	1 12
4*	102	12	−9	(−10*)	—	—	—	(−7*)	—	—
5	108	12	1	10	7	10	157	49	2 7¼	1 13¾
6	91	12	6	7	6	6	128	37	1 13¾	1 11
7	107	12	—	11	6	8	144	37	1 13¾	1 7¾
8	91	11	8	12	8	10	140	49	2 7¼	2 2
9	102	12	—	12	5	9	140	38	1 14¾	1 9
10	94	10	8	6	—	8	126	32	1 9¾	1 7¼
11	100	10	6	12	8	10	146	46	2 4¾	1 14
12	91	9	12	6	4	8	130	39	1 15¼	1 12¼
Totals -	1,213	130	64	103	59	95	1,559	448	—	—
Averages	101	10¾	5½	9¼	5¾	8¼	142	40¾	2 0¾	1 10¾
Lot 5.—12 Sheep; Special Food—Unmalted and Malted Barley "No. 2." (with Malt-dust).										
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	128	16	6	13	11	12	186	58	2 14½	1 13½
2	114	12	10	8	—	−18	126	12	0 9¾	0 8
3	91	10	9	8	8	4	130	39	1 15¼	1 12¼
4	104	10	6	8	5	9	142	38	1 14¾	1 8¾
5	94	14	10	8	4	10	140	46	2 4¾	1 15¾
6	96	16	7	10	8	8	145	49	2 7¼	2 0¾
7	94	11	8	10	7	6	136	42	2 1¾	1 13¼
8	102	12	10	8	4	10	146	44	2 3¾	1 12¼
9	91	12	9	6	8	8	134	43	2 2¼	1 14¼
10	98	16	8	6	4	7	133	35	1 12	1 8¼
11	88	10	10	6	5	— 3	116	28	1 6¼	1 6
12	91	10	10	5	8	8	132	41	2 0¼	1 13½
Totals -	1,191	143	103	96	72	61	1,666	475	—	—
Averages	99	12	8¾	8	6	5	139	39¾	1 15¾	1 10½

* No. 4 sheep of this lot was killed on February 3, and its weight was only taken into calculation in the total and average results given for the first and second months.

Table XL.

Experiments made with Sheep, at Rothamsted, Herts.

Summary of Food consumed, and Increase yielded, during each separate Month, and during the entire Period of Five Months,

Periods. Dates.	Number of Weeks.	Food consumed. Per Head per Week. Barley (or Malt).	Clover-chaff.	Roots.	Per 100 lbs. Live-weight per Week. Barley (or Malt).	Clover-chaff.	Roots.	To produce 100 lbs. Increase. Barley (or Malt).	Clover-chaff.	Roots.	Increase in Weight. Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 1.—12 Sheep ; Special Food—Unmalted Barley " No. 1."												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 2 to Dec. 30	4	5·3	7·0	76·8	4·94	6·59	72·29	183·9	245·3	2692·0	2 13¾	2 11
Dec. 30 to Jan. 27	4	5·3	7·0	76·3	4·53	6·04	65·85	268·1	357·4	3897·9	1 15¼	1 11
Jan. 27 to Feb. 24	4	5·3	7·0	74·5	4·21	5·61	59·69	213·6	284·7	3028·8	2 7¼	1 15½
Feb. 24 to Mar. 23	4	5·3	7·0	87·7	3·96	5·28	66·25	376·1	501·5	6286·6	1 6¼	1 0⅝
Mar. 23 to April 20	4	7·0	7·0	72·0	5·05	5·05	51·94	409·8	409·8	4215·8	1 11¼	1 3¾
Dec. 2 to April 20	20	5·6	7·0	77·5	4·62	5·77	63·86	269·9	337·3	3733·9	2 1¼	1 11¼
Lot 2.—12 Sheep ; Special Food—Malted Barley " No. 1." (with Malt-dust).												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 2 to Dec. 30	4	*5·2	7·0	76·9	*4·87	6·58	72·30	*182·7	247·1	2715·4	2 13¼	2 10½
Dec. 30 to Jan. 27	4	*5·2	7·0	76·7	*4·46	6·02	66·03	*251·1	339·4	3720·2	2 1	1 12½
Jan. 27 to Feb. 24	4	*5·2	7·0	75·4	*4·16	5·63	60·65	*256·3	346·4	3733·0	2 0¼	1 10
Feb. 24 to Mar. 23	4	*5·2	7·0	86·7	*3·93	5·31	65·74	*299·5	404·8	5013·3	1 11¾	1 5
Mar. 23 to April 20	4	*6·9	7·0	73·5	*4·97	5·03	52·89	*372·4	377·5	3966·3	1 13¾	1 5¼
Dec. 2 to April 20	20	*5·5	7·0	77·9	*4·54	5·75	63·96	*263·1	333·3	3707·9	2 1½	1 11½
Lot 3.—12 Sheep ; Special Food—Unmalted Barley " No. 2."												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 2 to Dec. 30	4	5·3	7·0	76·7	4·96	6·62	72·47	198·4	264·6	2897·6	2 10¼	2 8
Dec. 30 to Jan. 27	4	5·3	7·0	76·8	4·53	6·05	66·34	223·0	297·3	3262·8	2 5¾	2 0½
Jan. 27 to Feb. 24	4	5·3	7·0	75·5	4·19	5·59	60·30	225·0	300·0	3234·8	2 5¼	1 13¾
Feb. 24 to Mar. 23	4	5·3	7·0	86·5	3·95	5·27	65·08	345·2	460·3	5686·3	1 8¼	1 2¼
Mar. 23 to April 20	4	7·0	7·0	74·4	5·03	5·03	53·46	430·8	430·8	4578·2	1 10	1 2¾
Dec. 2 to April 20	20	5·6	7·0	78·0	4·61	5·76	64·19	267·2	334·0	3720·1	2 1½	1 11½
Lot 4.—12† Sheep ; Special Food—Malted Barley No. 2." (with Malt-dust).												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 2 to Dec. 30	4	*5·3	7·0	76·4	*4·93	6·57	71·75	*193·8	258·5	2821·5	2 11¼	2 8¾
Dec. 30 to Jan. 27	4	*5·3	6·8	66·3	*4·58	5·91	57·85	*393·8	507·8	4971·9	1 5¼	1 2½
Jan. 27 to Feb. 24	4	*5·3	7·2	80·0	*4·27	5·89	65·05	*224·5	309·7	3419·4	2 5½	1 14½
Feb. 24 to Mar. 23	4	*5·3	7·0	88·2	*4·03	5·37	67·64	*392·1	522·0	6578·0	1 5½	1 0½
Mar. 23 to April 20	4	*7·0	7·0	72·1	*5·10	5·09	52·46	*324·7	324·2	3338·9	2 2½	1 9¾
Dec. 2 to April 20	20	*5·6	7·0	76·6	*4·61	5·77	63·12	*275·0	343·9	3762·1	2 0½	1 10¾
Lot 5.—12 Sheep ; Special Food—Unmalted and Malted Barley " No. 2." (with Malt-dust).												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 2 to Dec. 30	4	‡5·3	7·0	76·4	‡4·99	6·65	72·63	‡176·2	235·0	2565·0	2 15¾	2 13¼
Dec. 30 to Jan. 27	4	‡5·3	7·0	75·6	‡4·55	6·06	65·46	‡244·7	326·2	3522·3	2 2¼	1 13¾
Jan. 27 to Feb. 24	4	‡5·3	7·0	75·5	‡4·24	5·66	60·98	‡262·5	350·0	3772·9	2 0	1 9¾
Feb. 24 to Mar. 23	4	‡5·3	7·0	86·7	‡4·02	5·35	66·32	‡350·0	466·7	5780·6	1 8	1 2¼
Mar. 23 to April 20	4	‡7·0	7·0	73·3	‡5·13	5·14	53·78	‡550·8	550·8	5767·2	1 4¼	0 15
Dec. 2 to April 20	20	‡5·6	7·0	77·5	‡4·71	5·88	65·10	‡282·9	353·7	3915·4	1 15¾	1 10½

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

† No. 4 sheep of this lot (4) was killed February 3, and its consumption of food, and weights, are only taken into account in the results given for the first two months.

‡ Two-thirds of these amounts represent unmalted barley, and the remaining one-third the amount of barley from which the malt and malt-dust given would be produced.

Table XLI.

Experiments made with SHEEP, at Rothamsted, Herts.

Weights of the Carcasses, and some other Separated Parts.

Designation of Parts.	SHEEP.											
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.	No. 11.	No. 12.	Means
Lot 1.—Special Food—Unmalted Barley "No. 1."													
	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. oz
Caul fat	5 8	5 12	6 0	5 12	5 12	6 12	6 4	4 8	4 4	5 12	5 0	5 0	5
Intestinal fat	4 8	5 0	5 0	4 0	4 12	4 0	4 8	4 12	3 12	5 8	3 8	3 12	4
Skin and wool	18 0	17 0	17 0	16 0	18 0	17 0	16 0	23 0	16 0	19 0	17 0	18 0	17 1
Total	28 0	27 12	28 0	25 12	28 8	27 12	26 12	32 4	24 0	30 4	25 8	26 12	27
Other offal parts, loss by fasting, evaporation, &c.	41 0	48 4	47 0	38 4	42 8	42 4	39 4	45 12	36 0	48 12	33 8	32 4	41
Carcass (cold)	73 0	74 0	79 0	73 0	69 0	64 0	74 0	84 0	73 0	82 0	60 0	74 0	73
Live-weight (unfasted)	142 0	150 0	154 0	137 0	140 0	134 0	140 0	162 0	133 0	161 0	119 0	133 0	142
Lot 2.—Special Food—Malted Barley "No. 1." (with Malt-dust).													
	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. oz
Caul fat	7 0	3 12	4 12	6 0	4 12	6 4	5 12	5 0	5 0	5 0	4 4	4 8	5
Intestinal fat	3 12	2 8	3 12	4 4	5 0	4 4	4 0	4 0	5 8	3 12	4 4	3 4	4
Skin and wool	18 0	20 0	17 0	15 0	21 0	22 0	15 0	19 0	18 0	16 0	15 0	18 0	17
Total	28 12	26 4	25 8	25 4	30 12	32 8	24 12	28 0	28 8	24 12	23 8	25 12	27
Other offal parts, loss by fasting, evaporation, &c.	45 4	44 12	42 8	42 12	50 4	52 8	33 4	35 0	46 8	38 4	41 8	34 4	42
Carcass (cold)	80 0	65 0	68 0	72 0	90 0	76 0	68 0	74 0	85 0	65 0	75 0	64 0	73
Live-weight (unfasted)	154 0	136 0	136 0	140 0	171 0	161 0	126 0	137 0	160 0	128 0	140 0	124 0	142
Lot 3.—Special Food—Unmalted Barley "No. 2."													
	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. oz
Caul fat	4 12	5 12	5 12	3 8	4 4	3 8	4 8	3 4	4 12	6 8	3 8	4 4	4
Intestinal fat	5 0	3 8	5 4	5 4	3 12	3 4	4 0	3 8	4 8	5 0	3 12	3 0	4
Skin and wool	19 0	16 0	18 0	18 0	21 0	16 0	18 0	17 0	15 0	21 0	20 0	16 0	17
Total	28 12	25 4	29 0	26 12	29 0	22 12	26 8	23 12	24 4	32 8	27 4	23 4	26
Other offal parts, loss by fasting, evaporation, &c.	47 4	51 12	37 0	39 4	50 0	36 4	26 8	33 4	39 12	43 8	43 12	35 12	40
Carcass (cold)	87 0	81 0	84 0	81 0	85 0	71 0	64 0	63 0	76 0	76 0	71 0	67 0	75
Live-weight (unfasted)	163 0	158 0	150 0	147 0	164 0	130 0	117 0	120 0	140 0	152 0	142 0	126 0	142
Lot 4.—Special Food—Malted Barley "No. 2." (with Malt-dust).													
	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. o
Caul fat	4 12	5 4	4 4		5 4	3 8	4 4	4 8	4 0	4 8	3 12	3 8	4
Intestinal fat	4 0	4 8	3 0	*	3 8	3 8	4 8	3 8	3 12	5 8	3 0	4 4	4
Skin and wool	21 0	20 0	16 0		20 0	15 0	20 0	19 0	18 0	18 0	19 0	19 0	18
Total	29 12	30 12	23 4		28 12	22 0	28 12	27 0	25 12	28 0	25 12	26 12	26
Other offal parts, loss by fasting, evaporation, &c.	47 4	53 4	42 12		47 4	40 4	44 0	44 0	40 4	28 0	45 4	36 4	42
Carcass (cold)	73 0	80 0	68 0		11 0	66 0	71 0	69 0	74 0	70 0	75 0	67 0	72
Live-weight (unfasted)	150 0	164 0	134 0		157 0	128 0	144 0	140 0	140 0	126 0	146 0	130 0	141
Lot 5.—Special Food—Barley "No. 2." $\frac{2}{3}$ Unmalted and $\frac{1}{3}$ Malted (with Malt-dust).													
	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. ozs.	lbs. o
Caul fat	6 4	6 4	4 8	5 4	4 12	6 4	5 0	5 4	5 8	5 8	4 8	4 8	5
Intestinal fat	6 4	4 0	3 12	5 0	3 8	4 4	4 8	4 0	5 4	5 4	4 4	3 4	4
Skin and wool	22 0	15 0	16 0	21 0	15 0	20 0	20 0	20 0	17 0	21 0	18 0	18 0	18
Total	34 8	25 0	24 4	31 4	23 4	30 8	29 8	29 4	27 12	31 12	26 12	25 12	28
Other offal parts, loss by fasting, evaporation, &c.	54 8	34 12	38 12	38 12	50 12	39 8	37 8	37 12	36 4	35 4	31 4	37 4	39
Carcass (cold)	97 0	66 0	67 0	73 0	66 0	75 0	69 0	79 0	70 0	66 0	51 0	69 0	71
Live-weight (unfasted)	186 0	126 0	130 0	142 0	140 0	145 0	136 0	146 0	134 0	133 0	116 0	132 0	138

* No. 4 sheep of lot 4 was killed on February 3; it had been unwell about three weeks.

Table XLII.

Experiments made with SHEEP, at Rothamsted, Herts.

Percentages of the Carcasses, and some other separated Parts, in the Live-weights (unfasted).

Designation of Parts.	SHEEP.												
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	No. 9.	No. 10.	No. 11.	No. 12.	Means.
Lot 1.—Special Food—Unmalted Barley "No. 1."													
t - - -	3·87	3·84	3·90	4·20	4·11	5·04	4·46	2·78	3·20	3·57	4·20	3·76	3·91
ıal fat - -	3·17	3·33	3·25	2·92	3·39	2·98	3·22	2·93	2·82	3·42	2·94	2·82	3·10
ıd wool - -	12·68	11·33	11·04	11·68	12·86	12·69	11·43	14·20	12·03	11·80	14·29	13·53	12·46
Total - -	19·72	18·50	18·19	18·80	20·36	20·71	19·11	19·91	18·05	18·79	21·43	20·11	19·47
offal parts, loss by ng, evaporation, &c.	28·87	32·17	30·52	27·92	30·36	31·53	28·04	28·24	27·07	30·28	28·15	24·25	28·95
s (cold) - -	51·41	49·33	51·29	53·28	49·28	47·76	52·85	51·85	54·88	50·93	50·42	55·64	51·58
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 2.—Special Food—Malted Barley "No. 1." (with Malt-dust).													
at - - -	4·55	2·76	3·49	4·28	2·78	3·88	4·56	3·65	3·12	3·91	3·04	3·63	3·64
nal fat - -	2·43	1·84	2·76	3·04	2·92	2·64	3·18	2·92	3·44	2·93	3·04	2·62	2·81
nd wool - -	11·69	14·71	12·50	10·71	12·28	13·67	11·91	13·87	11·25	12·50	10·71	14·52	12·53
Total - -	18·67	19·31	18·75	18·03	17·98	20·19	19·65	20·44	17·81	19·34	16·79	20·77	18·98
offal parts, loss by ng, evaporation, &c.	29·38	32·90	31·25	30·54	29·39	32·61	26·39	25·55	29·06	29·88	29·64	27·62	29·52
is (cold) - -	51·95	47·79	50·00	51·43	52·63	47·20	53·96	54·01	53·13	50·78	53·57	51·61	51·50
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 3.—Special Food—Unmalted Barley "No. 2."													
at - - -	2·91	3·64	3·83	2·38	2·59	2·69	3·85	2·70	3·39	4·28	2·47	3·37	3·17
inal fat - -	3·07	2·21	3·50	3·57	2·29	2·50	3·42	2·92	3·22	3·29	2·64	2·39	2·42
and wool - -	11·66	10·13	12·00	12·25	12·80	12·31	15·38	14·17	10·72	13·81	14·08	12·70	12·67
Total - -	17·64	15·98	19·33	18·20	17·68	17·50	22·65	19·79	17·33	21·38	19·19	18·46	18·76
offal parts, loss by ting, evaporation, &c.	28·99	32·75	24·67	26·70	30·49	27·89	22·65	27·71	28·39	28·62	30·81	28·37	28·17
ıss (cold) - -	53·37	51·27	56·00	55·10	51·83	54·61	54·70	52·50	54·28	50·00	50·00	53·17	53·07
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 4.—Special Food—Malted Barley "No. 2." (with Malt-dust).													
fat - - -	3·17	3·21	3·17	*	3·24	2·74	2·95	3·21	2·86	3·57	2·57	2·69	3·04
tinal fat - -	2·66	3·35	2·24		2·23	2·73	3·13	2·50	2·69	4·36	2·06	3·27	2·85
and wool - -	14·00	12·19	11·94		12·74	11·72	13·89	13·57	12·87	14·29	13·01	14·62	13·16
Total - -	19·83	18·75	17·35		18·31	17·19	19·97	19·28	18·42	22·22	17·64	20·58	19·05
r offal parts, loss by ting, evaporation, &c.	31·50	32·47	31·90		30·10	31·25	30·72	31·43	28·72	22·22	30·99	27·88	29·92
ass (cold) - -	48·67	48·78	50·75		51·59	51·56	49·31	49·29	52·86	55·56	51·37	51·54	51·03
	100·00	100·00	100·00		100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 5.—Special Food—Barley "No. 2." $\frac{2}{3}$ Unmalted and $\frac{1}{3}$ Malted (with Malt-dust).													
fat - - -	3·36	4·96	3·46	3·70	3·39	4·31	3·67	3·59	4·10	4·14	3·88	3·41	3·83
stinal fat - -	3·36	3·18	2·88	3·52	2·50	2·93	3·31	2·74	3·92	3·95	3·66	2·46	3·20
and wool - -	11·83	11·90	12·31	14·79	10·72	13·80	14·71	13·70	12·69	15·79	15·52	13·64	13·45
Total - -	18·55	20·04	18·65	22·01	16·61	21·04	21·69	20·03	20·71	23·88	23·06	19·51	20·48
er offal parts, loss by sting, evaporation, &c.	29·30	27·58	29·81	27·29	36·25	27·24	27·57	25·86	27·05	26·50	26·94	28·22	28·30
cass (cold) - -	52·15	52·38	51·54	50·70	47·14	51·72	50·74	54·11	52·24	49·62	50·00	52·27	51·22
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00

* No. 4 sheep of lot 4 was killed February 3; it had been unwell about 3 weeks.

Table XLIII.

Experiments made with PIGS, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

1st Period of 2 Weeks; December 24, 1863, to January 7, 1864.

Food consumed.					Pigs.	Weights and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
——	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Dec. 24, 1863.	Jan. 7, 1864.	Total in 2 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 1.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 2."										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	158	182	24	12·0	
					2	160	198	38	19·0	
					3	133	166	33	16·5	
					4	134	172	38	19·0	11·20
Pea-meal	112	1·0	4·58	40·9	5	135	161	26	13·0	
Barley, unmalted, ad lib.	900	8·0	36·79	328·5	6	122	161	39	19·5	
					7	122	160	38	19·0	
					8	122	160	38	19·0	
					Totals	1,086	1,360	274	—	—
					Averages	136	170	34½	17·1	11·20
Lot 2.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	172	189	17	8·5	
					2	144	168	24	12·0	
					3	142	164	22	11·0	
					4	133	168	35	17·5	7·84
Pea-meal	112	1·0	4·75	60·5	5	130	161	31	15·5	
Barley, malted, with its dust, ad lib.	887*	7·9*	37·60*	479·5*	6	124	140	16	8·0	
					7	119	142	23	11·5	
					8	123	140	17	8·5	
					Totals	1,087	1,272	185	—	—
					Averages	136	159	23½	11·6	7·84
Lot 3.—8 Pigs; Food—Pea-meal, Unmalted and Malted Barley "No. 1." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	147	174	27	13·5	
					2	150	178	28	14·0	
					3	150	168	18	9·0	
Pea-meal	112	1·0	4·65	55·2	4	144	175	31	15·5	
					5	129	154	25	12·5	8·43
Barley, unmalted, ad lib.	547½	4·9	22·75	269·7	6	130	158	28	14·0	
Barley, malted, with its dust, ad lib.	336*	3·0*	13·95*	165·4*	7	124	158	34	17·0	
					8	128	140	12	6·0	
					Totals	1,102	1,305	203	—	—
					Averages	138	163	25⅜	12·7	8·43
Lot 4.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 2."										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	150	175	25	12·5	
					2	147	172	25	12·5	
					3	142	170	28	14·0	
					4	140	171	31	15·5	9·31
Pea-meal	112	1·0	4·68	50·2	5	136	166	30	15·0	
Barley, unmalted, ad lib.	800	7·1	33·40	353·7	6	126	154	28	14·0	
					7	133	161	28	14·0	
					8	112	140	28	14·0	
					Totals	1,086	1,309	173	—	—
					Averages	136	164	27½	13·9	9·31
Lot 5.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	156	170	14	7·0	
					2	152	182	30	15·0	
					3	150	175	25	12·5	
					4	130	147	17	8·5	7·21
Pea-meal	112	1·0	4·67	64·7	5	135	161	26	13·0	
Barley, malted, with its dust, ad lib.	938*	8·4*	39·10*	542·3*	6	126	164	38	19·0	
					7	134	140	6	3·0	
					8	130	147	17	8·5	
					Totals	1,113	1,286	173	—	—
					Averages	139	161	21⅝	10·8	7·21
Lot 6.—8 Pigs; Food—Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley "No. 2." (with Malt-dust) ad lib.										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	168	206	38	19·0	
					2	157	192	35	17·5	
					3	133	163	30	15·0	
					4	128	163	35	17·5	9·61
Pea-meal	112	1·0	4·62	48·1	5	134	134	0	0·0	
Barley, unmalted	700	6·3	28·87	300·4	6	136	170	34	17·0	
Barley, malted, with its dust	175*	1·6*	7·22*	75·1*	7	128	161	33	16·5	
					8	112	140	28	14·0	
					Totals	1,096	1,329	233	—	—
					Averages	137	166	29⅛	14·6	9·61

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

Table XLIV.

Experiments made with Pigs, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

2nd Period of 2 Weeks; January 7 to January 21, 1864.

Lot 1.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 1."

Food consumed.	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Pea-meal	112	1·0	3·73	39·7
Barley, unmalted, ad lib.	1,000	8·9	33·31	354·6

Pigs.	Weights. Jan. 7, 1864.	Weights. Jan. 21, 1864.	Increase in Live-weight. Total in 2 Weeks.	Increase in Live-weight. Per Head per Week.	Increase in Live-weight. Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	182	218	36	18·0	9·39
2	198	236	38	19·0	
3	166	198	32	16·0	
4	172	212	40	20·0	
5	161	189	28	14·0	
6	161	208	47	23·5	
7	160	189	29	14·5	
8	160	192	32	16·0	
Totals	1,360	1,642	282	—	—
Averages	170	205	35¼	17·6	9·39

Lot 2.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).

Food consumed.	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Pea-meal	112	1·0	4·02	46·9
Barley, malted, with its dust, ad lib.	1,044*	9·3*	37·52*	436·9*

Pigs.	Weights. Jan. 7, 1864.	Weights. Jan. 21, 1864.	Increase in Live-weight. Total in 2 Weeks.	Increase in Live-weight. Per Head per Week.	Increase in Live-weight. Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	180	224	35	17·5	8·59
2	168	198	30	15·0	
3	164	193	29	14·5	
4	168	206	38	19·0	
5	161	184	23	11·5	
6	140	174	34	17·0	
7	142	168	26	13·0	
8	140	164	24	12·0	
Totals	1,272	1,511	239	—	—
Averages	159	189	29⅞	14·9	8·59

Lot 3.—7† Pigs; Food—Pea-meal, Unmalted and Malted Barley "No. 1." (with Malt-dust).

Food consumed.	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Pea-meal	98	1·0	3·91	42·1
Barley, unmalted, ad lib.	656	6·7	26·15	281·4
Barley, malted, ad lib.	200*	2·0*	7·97*	85·7*

Pigs.	Weights. Jan. 7, 1864.	Weights. Jan. 21, 1864.	Increase in Live-weight. Total in 2 Weeks.	Increase in Live-weight. Per Head per Week.	Increase in Live-weight. Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	174	208	34	17·0	9·29
2	178	210	32	16·0	
3†	(168)	(163)	(−5)	—	
4	175	212	37	18·5	
5	154	184	30	15·0	
6	158	192	34	17·0	
7	158	196	38	19·0	
8	140	168	28	14·0	
Totals	1,137	1,370	233	—	—
Averages	163	196	33⅜	16·6	9·29

Lot 4.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 2."

Food consumed.	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Pea-meal	112	1·0	3·87	40·9
Barley, unmalted, ad lib.	938	8·4	32·43	342·3

Pigs.	Weights. Jan. 7, 1864.	Weights. Jan. 21, 1864.	Increase in Live-weight. Total in 2 Weeks.	Increase in Live-weight. Per Head per Week.	Increase in Live-weight. Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	175	210	35	17·5	9·47
2	172	208	36	18·0	
3	170	208	38	19·0	
4	171	206	35	17·5	
5	166	198	32	16·0	
6	154	184	30	15·0	
7	161	194	33	16·5	
8	140	175	35	17·5	
Totals	1,309	1,583	274	—	—
Averages	164	198	34¼	17·1	9·47

Lot 5.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).

Food consumed.	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Pea-meal	112	1·0	3·96	40·4
Barley, malted, with its dust, ad lib.	1,072*	9·6*	37·63*	387·1*

Pigs.	Weights. Jan. 7, 1864.	Weights. Jan. 21, 1864.	Increase in Live-weight. Total in 2 Weeks.	Increase in Live-weight. Per Head per Week.	Increase in Live-weight. Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	170	210	40	20·0	9·72
2	182	224	42	21·0	
3	175	214	39	19·5	
4	147	178	31	15·5	
5	161	193	32	16·0	
6	164	196	32	16·0	
7	140	168	28	14·0	
8	147	180	33	16·5	
Totals	1,286	1,563	277	—	—
Averages	161	195	34⅝	17·3	9·72

Lot 6.—7‡ Pigs; Food—Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley "No. 2." (with Malt-dust).

Food consumed.	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.
	lbs.	lbs.	lbs.	lbs.
Pea-meal	98	1·0	3·74	43·2
Barley, unmalted	738⅘	7·5	28·21	325·2
Barley, malted, with its dust	185*	1·9	7·05*	81·3

Pigs.	Weights. Jan. 7, 1864.	Weights. Jan. 21, 1864.	Increase in Live-weight. Total in 2 Weeks.	Increase in Live-weight. Per Head per Week.	Increase in Live-weight. Per 100 lbs. Live-weight per Week.
Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
1	206	250	44	22·0	8·67
2	192	232	40	20·0	
3	163	192	29	14·5	
4	163	194	31	15·5	
5‡	—	—	—	—	
6	170	200	30	15·0	
7	161	188	27	13·5	
8	140	166	26	13·0	
Totals	1,125	1,422	227	—	—
Averages	171	203	32⅜	16·2	8·67

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

† No. 3 pig of this lot (3) being unwell, was killed Jan. 14, and its proportion of food and weight are excluded in the calculated results given above.

‡ No. 5 pig of this lot (6) being unwell, was killed Jan. 7, so that the results relate to 7 pigs only.

Table XLV.

Experiments made with PIGS, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight,

3rd Period of 2 Weeks; January 21—February 4, 1864,

Lot 1.—8 Pigs; Food—Pea-meal and Unmalted Barley "No. 1."

Food consumed.					Pigs.	Weights and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To Produce 100 lbs. Increase.		Jan. 21, 1864.	Feb. 4, 1864.	Total in 2 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	218	242	24	12·0	
					2	236	269	33	16·5	
					3	198	226	28	14·0	
					4	212	234	22	11·0	6·25
					5	189	218	29	14·5	
Pea-meal	112	1·0	3·20	51·1	6	208	238	30	15·0	
Barley unmalted, ad lib.	1,010	9·0	28·83	461·2	7	189	210	21	10·5	
					8	192	224	32	16·0	
					Totals	1,642	1,861	219	—	—
					Averages	205	233	27⅜	13·7	6·25

Lot 2.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	224	250	26	13·0	
					2	198	224	26	13·0	
					3	193	212	19	9·5	
					4	206	231	25	12·5	5·33
					5	184	200	16	8·0	
Pea-meal	112	1·0	3·51	65·9	6	174	198	24	12·0	
Barley, Malted with its dust, ad lib.	974*	8·7*	30·51*	572·8*	7	168	186	18	9·0	
					8	164	180	16	8·0	
					Totals	1,511	1,681	170	—	—
					Averages	189	210	21¼	10·6	5·33

Lot 3.—7† Pigs; Food—Pea-meal, Unmalted and Malted Barley "No. 1." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	208	231	22	11·5	
					2	210	238	28	14·0	
					3†	—	—	—	—	
Pea-meal	98	1·0	3·35	53·3	4	212	238	26	13·0	6·29
Barley, unmalted, ad lib.	779	7·9	26·64	423·4	5	184	210	26	13·0	
Barley, malted, with its dust, ad lib.	31*	0·4*	1·18*	18·8*	6	192	224	32	16·0	
					7	196	224	28	14·0	
					8	168	189	21	10·5	
					Totals	1,370	1,553	184	—	—
					Averages	196	222	26⅜	13·1	6·29

Lot 4.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 2."

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	210	231	21	10·5	
					2	208	231	23	11·5	
					3	208	245	37	18·5	
					4	206	231	25	12·5	6·05
					5	198	217	19	9·5	
Pea-meal	112	1·0	3·42	54·9	6	184	203	19	9·5	
Barley, unmalted, ad lib.	890	7·9	26·41	436·3	7	194	226	32	16·0	
					8	175	203	28	14·0	
					Totals	1,583	1,787	204	—	—
					Averages	198	223	25½	12·8	6·05

Lot 5.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	210	234	24	12·0	
					2	224	248	24	12·0	
					3	214	245	31	15·5	
					4	178	192	14	7·0	
Pea-meal	112	1·0	3·37	56·0	5	193	220	27	13·5	6·01
Barley, malted, with its dust, ad lib.	1,137*	10·1*	34·18*	568·4*	6	196	224	28	14·0	
					7	168	194	26	13·0	
					8	180	206	26	13·0	
					Totals	1,563	1,763	200	—	—
					Averages	195	220	25	12·5	6·01

Lot 6.—7‡ Pigs; Food—Pea-meal and Mixture of four-fifths Unmalted and one-fifth Malted Barley "No. 2." (with Malt-dust).

	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	250	284	34	17·0	
					2	232	262	30	15·0	
					3	192	212	20	10·0	
					4	194	224	30	15·0	
					5‡	—	—	—	—	6·20
Pea-meal	98	1·0	3·23	52·1	6	200	222	22	11·0	
Barley, unmalted	738⅓	7·5	24·36	392·9	7	188	212	24	12·0	
Barley, malted, with its dust	185*	1·7*	6·11*	98·5*	8	166	194	28	14·0	
					Totals	1,422	1,610	188	—	—
					Averages	203	230	26⅞	13·4	6·20

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.
† No. 3 pig of this lot (3) having been killed the results relate to 7 pigs only.
‡ No. 5 pig of this lot (6) having been killed the results relate to 7 pigs only.

TABLE XLVI.

EXPERIMENTS made with PIGS, at ROTHAMSTED, HERTS.

Detailed Record of the Food consumed, of the Weights, and of the Increase in Live-weight.

4th Period of 2 Weeks; February 4 to Febuary 18, 1864.

Food consumed.					Pigs.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Feb. 4, 1864.	Feb. 18, 1864.	Total in 2 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 1.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 2."										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	242	267	25	12·5	
					2	269	304	35	17·5	
					3	226	242	16	8·0	
					4	234	262	28	14·0	5·29
Pea-meal	112	1·0	2·85	53·8	5	218	244	26	13·0	
Barley, unmalted, ad lib.	966	8·6	24·58	464·4	6	238	270	32	16·0	
					7	210	228	18	9·0	
					8	224	252	28	14·0	
					Totals	1,861	2,069	208	—	—
					Averages	233	259	26	13·0	5·29
Lot 2.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	250	262	12	6·0	
					2	224	252	28	14·0	
					3	212	231	19	9·5	
					4	231	247	16	8·0	3·67
Pea-meal	112	1·0	3·21	87·5	5	200	210	10	5·0	
Barley, malted, with its dust, ad lib.	833*	7·4*	23·88*	651·0*	6	198	216	18	9·0	
					7	186	202	16	8·0	
					8	180	189	9	4·5	
					Totals	1,681	1,809	128	—	—
					Averages	210	226	16	8·0	3·67
Lot 3.—7 † Pigs; Food—Pea-meal, Unmalted and Malted Barley "No. 1." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	231	259	28	14·0	
					2	238	260	22	11·0	
					3†	—	—	—	—	
					4	238	259	21	10·5	5·47
Pea-meal	98	1·0	2·98	54·4	5	210	242	32	16·0	
Barley, unmalted, ad lib.	800	8·2	24·33	444·4	6	224	248	24	12·0	
Barley, malted, with its dust, ad lib.	73*	0·7*	2·22*	40·5*	7	224	256	32	16·0	
					8	189	210	21	10·5	
					Totals	1,554	1,734	180	—	—
					Averages	222	248	26	12·9	5·47
Lot 4.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 2."										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	231	252	21	10·5	
					2	231	259	28	14·0	
					3	245	278	33	16·5	
					4	231	256	25	12·5	5·42
Pea-meal	112	1·0	2·96	54·6	5	217	240	23	11·5	
Barley, unmalted, ad lib.	922	8·2	24·40	499·8	6	203	226	23	11·5	
					7	226	250	24	12·0	
					8	203	231	28	14·0	
					Totals	1,787	1,992	205	—	—
					Averages	223	249	25½	12·8	5·42
Lot. 5.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	234	266	32	16·0	
					2	248	273	25	12·5	
					3	245	273	28	14·0	
					4	192	217	25	12·5	5·52
Pea-meal	112	1·0	3·00	54·4	5	220	242	22	11·0	
Barley, malted, with its dust, ad lib.	1,091*	2·7*	29·25*	529·8*	6	224	250	26	13·0	
					7	194	217	23	11·5	
					8	206	231	25	12·5	
					Totals	1,763	1,969	206	—	—
					Averages	220	246	26	12·2	5·52
Lot 6.—6 ‡ Pigs; Food—Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley "No. 2." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	282	315	31	15·5	
					2‡	(262)	—	—	—	
					3	212	232	20	10·0	
					4	224	245	21	10·5	5·10
Pea-meal	84	1·0	2·96	57·9	5‡	—	—	—	—	
Barley, unmalted	566	6·7	19·93	390·4	6	222	252	30	15·0	
Barley, malted, with its dust	141*	1·7*	4·98*	97·6*	7	212	232	20	10·0	
					8	194	217	23	11·5	
					Totals	1,348	1,493	145	—	—
					Averages	225	249	24	12·1	5·10

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.
† No. 3 pig of this lot (3) having been killed the result relates to seven pigs only.
‡ No. 2 pig of this lot (6) having been killed on February 5th, and No. 5 pig on January 7th, the results relate to six pigs only.

Table XLVII.

Experiments made with PIGS, at Rothamsted, Herts.

Detailed Record of the Food consumed, of the Weights, and of the Income in Live-weight.

5th Period of 2 Weeks; February 18 to March 3, 1864.

Food consumed.					Pigs.	Weights, and Increase in Live-weight.				
						Weights.		Increase in Live-weight.		
——	Total in 2 Weeks.	Per Head per Day.	Per 100 lbs. Live-weight per Week.	To produce 100 lbs. Increase.		Feb. 18, 1864.	March 3, 1864.	Total in 2 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 1.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 1."										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	267	287	20	10·0	
					2	304	336	32	16·0	
					3	242	264	22	11·0	
					4	262	287	25	12·5	4·46
Pea-meal	112	1·0	2·59	58 0	5	244	270	26	13·0	
Barley, unmalted, ad lib.	1,026	9·2	23·69	531·6	6	270	297	27	13·5	
					7	228	241	13	6·5	
					8	252	280	28	14·0	
					Totals	2,069	2,262	193	—	—
					Averages	259	283	24⅛	12·1	4·46
Lot 2.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	262	290	28	14·0	
					2	252	278	26	13·0	
					3	231	242	11	5·5	
					4	247	240	— 7	— 3·5	2·78
Pea-meal	112	1·0	3·01	108·7	5	210	224	14	7·0	
Barley, malted, with its dust, ad lib.	643*	5·7*	17·28*	624·1*	6	216	228	12	6·0	
					7	202	214	12	6·0	
					8	189	196	7	3·5	
					Totals	1,809	1,912	103	—	—
					Averages	226	239	12⅞	6·4	2·78
Lot 3.—7† Pigs; Food—Pea-meal, Unmalted and Malted Barley "No. 1." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	259	280	21	10·5	
					2	260	287	27	13·5	
					3†	—	—	—	—	
Pea-meal	98	1·0	2·68	53·6	4	259	282	23	11·5	5·01
Barley, unmalted, ad lib.	777	7·9	21·28	424·6	5	242	273	31	15·5	
Barley, malted, with its dust, ad lib.	67*	0·7*	1·84*	36·7*	6	248	280	32	16·0	
					7	256	284	28	14·0	
					8	210	231	21	10·5	
					Totals	1,734	1,917	183	—	—
					Averages	248	274	26⅛	13·1	5·01
Lot 4.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 2."										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	252	273	21	10·5	
					2	259	282	23	11·5	
					3	273	306	28	14·0	
					4	256	262	6	3·0	4·02
Pea-meal	112	1·0	2·70	67·1	5	240	259	19	9·5	
Barley, unmalted, ad lib.	976½	8·7	23·52	584·7	6	226	245	19	9·5	
					7	250	280	30	15·0	
					8	231	252	21	10·5	
					Totals	1,992	2,159	167	—	—
					Averages	240	270	20⅞	10·4	4·02
Lot 5.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	266	284	18	9·0	
					2	273	294	21	10·5	
					3	273	298	25	12·5	
					4	217	234	17	8·5	3·74
Pea-meal	112	1·0	2·74	73·2	5	242	262	20	10·0	
Barley, malted, with its dust, ad lib.	1,049*	9·4*	25·64*	685·7*	6	250	270	20	10·0	
					7	217	228	11	5·5	
					8	231	252	21	10·5	
					Totals	1,969	2,122	153	—	—
					Averages	246	265	19⅛	9·6	3·74
Lot 6.—6‡ Pigs; Food — Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley "No. 2." (with Malt-dust).										
	lbs.	lbs.	lbs.	lbs.	Nos.	lbs.	lbs.	lbs.	lbs.	lbs.
					1	315	350	35	17·5	
					2‡	—	—	—	—	
					3	232	250	18	9·0	
					4	245	270	25	12·5	4·72
Pea-meal	84	1·0	2·68	56·8	5‡	—	—	—	—	
Barley, unmalted	572	6·8	18·25	386·5	6	252	283	31	15·5	
Barley, malted, with its dust	142*	1·7*	4·53*	95·9*	7	232	250	18	9·0	
					8	217	238	21	10·5	
					Totals	1,493	1,641	148	—	—
					Averages	249	274	24⅔	12·3	4·72

* These figures represent, not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.
† No. 3 pig of this lot (3) having been killed, the results relate to 7 pigs only.
‡ No. 2 pig of this lot (6) having been killed on Feb. 5 and No. 5 pig on Jan. 7, the results relate to 6 pigs only.

Table XLVIII.

Experiments made with PIGS, at Rothamsted, Herts.

Summary of the Weights, and of the Increase in Live-weight.

Total Period; December 24, 1863, to March 3, 1864.

Pigs.	Weights at Commencement Dec. 24, 1863.	Increase (or Loss) in Weight.					Weights at Conclusion March 3, 1864.	Increase in Live-weight.		
		In 2 Weeks; Dec. 24, 1863 to Jan. 7, 1864.	In 2 Weeks; Jan. 7, to Jan. 21, 1864.	In 2 Weeks; Jan. 21, to Feb. 4, 1864.	In 2 Weeks; Feb. 4 to Feb. 18, 1864.	In 2 Weeks: Feb. 18 to March 3, 1864.		Total in 10 Weeks.	Per Head per Week.	Per 100 lbs. Live-weight per Week.

Lot 1.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 1."

Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	158	24	36	24	25	20	287	129	12 14·4	5 12¾
2	160	38	38	33	35	32	336	176	17 9·6	7 1½
3	133	33	32	28	16	22	264	131	13 1·6	6 9½
4	134	38	40	22	28	25	287	153	15 4·8	7 4¼
5	135	26	28	29	26	26	270	135	13 8·0	6 10¾
6	122	39	47	30	32	27	297	175	17 8·0	8 5¾
7	122	33	29	21	18	13	241	119	11 14·4	6 9
8	122	33	32	32	28	28	280	158	15 12·8	7 13¾
Totals -	1,086	274	282	219	208	193	2,262	1,176	—	—
Averages	135¾	34¼	35¼	27⅜	26	24⅛	282¾	147	14 11·2	7 0½

Lot 2.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).

Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	172	17	35	26	12	28	290	118	11 12·8	5 1¾
2	144	24	30	26	28	26	278	134	13 6·4	6 5½
3	142	22	29	19	19	11	242	100	10 0·0	5 3½
4	133	35	38	25	16	−7	240	107	10 11·2	5 11¾
5	130	31	23	16	10	14	224	94	9 6·4	5 5
6	124	16	34	24	18	12	228	104	10 6·4	5 14½
7	119	23	26	18	16	12	214	95	9 8·0	5 11½
8	122	17	24	16	9	7	196	73	7 4·8	4 9¼
Totals -	1,087	185	239	170	128	103	1,912	825	—	—
Averages	135⅞	23⅛	29¾	21¼	16	12⅞	232	103⅛	10 5·0	5 8

Lot 3.—8* Pigs; Food—Pea-meal, Unmalted and Malted Barley "No. 1." (with Malt-dust).

Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	147	27	34	23	28	21	280	133	13 4·8	6 3¾
2	150	28	32	28	22	27	287	137	13 11·2	6 4¾
3*	150	18	(−5*)	—	—	—	—	(13*)	—	—
4	144	31	37	26	21	23	282	138	13 12·8	6 7¾
5	129	25	30	26	32	31	273	144	14 6·4	7 2¾
6	130	23	34	32	24	32	280	150	15 0·0	7 5
7	124	34	38	28	32	28	284	160	16 0·0	7 13½
8	128	12	28	21	21	21	231	103	10 4·8	5 11¼
Totals -	1,102	203	233	184	180	183	1,917	965	—	—
Averages	137¾	25⅜	33⅞	26⅜	25⅝	26⅛	273⅝	137⅞	113 12·6	6 11½

Lot 4.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 2."

Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	150	25	35	21	21	21	273	123	12 4·8	5 13
2	147	25	36	23	28	23	282	135	13 8·0	6 4¾
3	142	28	38	37	33	28	306	164	16 6·4	7 5½
4	140	31	35	25	25	6	262	122	12 3·2	6 1
5	136	30	32	19	23	19	259	123	12 4·8	6 3¾
6	126	28	30	19	23	19	245	119	11 14·4	6 6¾
7	133	23	33	32	24	30	280	147	14 11·2	7 2
8	112	28	35	28	28	21	252	140	14 0·9	7 11
Totals -	1,086	223	274	204	205	167	2,159	1,073	—	—
Averages	134½	27⅞	34¼	25½	25⅝	20⅞	269⅞	134⅛	13 6·6	6 9¾

Lot 5.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).

Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	156	14	40	24	32	18	284	128	12 12·8	5 13
2	152	30	42	14	25	21	294	142	14 3·2	6 5¾
3	150	25	39	31	28	25	298	148	14 12·8	6 9¾
4	130	17	31	14	25	17	234	104	10 6·4	5 11½
5	135	26	32	27	22	20	262	127	12 11·2	6 6¼
6	126	38	32	28	26	20	270	144	14 6·4	7 4¼
7	134	6	28	26	23	11	228	94	9 6·4	5 3
8	130	17	33	26	25	21	252	122	12 3·2	6 6¼
Totals -	1,113	173	277	200	206	153	2,122	1,009	—	—
Averages	139⅛	21⅝	34⅝	25	25⅝	19⅛	265¾	126⅛	12 9·7	6 3¾

Lot 6.—†8 Pigs; Food—Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley "No. 2." (with Malt-dust) ad lib.

Nos.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
1	168	38	44	34	31	35	350	182	18 3·2	7 0¼
2†	157	35	49	30	—	—	—	(105†)	—	—
3	133	30	29	20	20	18	250	117	11 11·2	6 1¾
4	128	35	31	30	21	25	270	142	14 3·2	7 2¾
5†	134	—	—	—	—	—	—	(—†)	—	—
6	136	34	30	22	30	31	283	147	14 11·2	7 0¼
7	128	33	27	24	20	18	250	122	12 3·2	6 7¼
8	112	28	26	38	23	21	238	126	12 9·6	7 3¼
Totals -	1,096	233	227	188	145	148	1,641	836	—	—
Averages	137	29⅛	32⅜	26⅞	24⅛	24⅝	273⅛	139⅜	13 14·9	6 13½

* No. 3 pig of this lot (3) was killed Jan. 14., and its weights are only taken into calculation in the total and average results given for the first fortnightly period.

† No. 5 pig of this lot (6) was killed Jan. 7, and No. 2 pig on Feb. 5, and the weights of the former are only taken into calculation during the first, and those of the latter during the first three of the fortnightly periods.

Table XLIX.

Experiments made with PIGS, at Rothamsted, Herts.

Summary of Food consumed, and Increase yielded, during each separate Fortnight, and during the entire Period of Ten Weeks.

Periods. Dates	Number of Weeks.	Food consumed. Per Head per Week. Pea Meal.	Unmalted Barley.	Malted Barley (with its dust).	Per 100 lbs. Live-weight per Week. Pea Meal.	Unmalted Barley.	Malted Barley (with its dust).	To produce 100 lbs. Increase. Pea Meal.	Unmalted Barley.	Malted Barley (with its dust).	Increase in Weight. Per Head per Week.	Per 100 lbs. Live-weight per Week.
Lot 1.—8 Pigs; Food—Pea-meal, and Unmalted Barley "No. 1."												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 24 to Jan. 7	2	7·0	56·2	—	4·58	36·79	—	40·9	328·5	—	17 2	11 3¼
Jan. 7 to Jan. 21	2	7·0	62·4	—	3·73	33·31	—	39·7	354·6	—	17 10	9 6¼
Jan. 21 to Feb. 4	2	7·0	63·1	—	3·20	28·83	—	51·1	461·2	—	13 11	6 4
Feb. 4 to Feb. 18	2	7·0	60·3	—	2·85	24·58	—	53·8	464·4	—	13 0	5 4½
Feb. 18 to Mar. 3	2	7·0	64·1	—	2·59	23·69	—	58·0	531·6	—	12 1	4 7¼
Dec. 24 to Mar. 3	10	7·0	61·3	—	3·35	29·28	—	47·6	416·8	—	14 11¼	7 0½
Lot 2.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 24 to Jan. 7	2	7·0	—	*55·4	4·75	—	*37·60	60·5	—	*479·5	11 9	7 13¼
Jan. 7 to Jan. 21	2	7·0	—	*65·3	4·02	—	*37·52	46·9	—	*436·9	14 15	8 9½
Jan. 21 to Feb. 4	2	7·0	—	*60·9	3·51	—	*30·51	65·9	—	*572·8	10 10	5 5¼
Feb. 4 to Feb. 18	2	7·0	—	*52·1	3·21	—	*23·88	87·5	—	*651·0	8 0	3 10¾
Feb. 18 to Mar. 3	2	7·0	—	*40·2	3·01	—	*17·28	108·7	—	*624·1	6 7	2 12½
Dec. 24 to Mar. 3	10	7·0	—	*54·8	3·70	—	*29·22	67·9	—	*531·0	10 5	5 8
Lot 3.—8† Pigs; Food—Pea-meal, Unmalted, and Malted Barley "No. 1." (with Malt-dust).												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 24 to Jan. 7	2	7·0	34·2	*21·0	4·65	22·75	*13·95	55·2	269·7	*165·4	12 11	8 7
Jan. 7 to Jan. 21	2	7·0	46·8	*14·3	3·91	26·15	*7·97	42·1	281·4	*85·7	16 10½	9 4½
Jan. 21 to Feb. 4	2	7·0	55·6	*2·5	3·35	26·64	*1·18	53·8	423·4	*18·8	13 2¼	6 4¾
Feb. 4 to Feb. 18	2	7·0	57·1	*5·2	2·98	24·33	*2·22	54·4	444·4	*40·5	12 13¾	5 7½
Feb. 18 to Mar. 3	2	7·0	55·5	*4·8	2·68	21·28	*1·84	53·6	424·6	*36·7	13 1	5 0
Dec. 24 to Mar. 3	10	7·0	49·9	*9·4	3·41	24·33	*4·59	50·8	361·7	*68·2	13 12¼	6 11½
Lot 4.—8 Pigs; Food.—Pea-meal, and Unmalted Barley "No. 2."												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 24 to Jan. 7	2	7·0	50·0	—	4·68	33·40	—	50·2	358·7	—	13 15	9 5
Jan. 7 to Jan. 21	2	7·0	58·6	—	3·87	32·43	—	40·9	342·3	—	17 2	9 7⅓
Jan. 21 to Feb. 4	2	7·0	55·6	—	3·32	26·41	—	54·9	436·3	—	12 12	6 0¾
Feb. 4 to Feb. 18	2	7·0	57·6	—	2·96	24·40	—	54·6	449·8	—	12 13	5 6¾
Feb. 18 to Mar. 3	2	7·0	61·0	—	2·70	23·52	—	67·1	584·7	—	10 7	4 0¼
Dec. 24 to Mar. 3	10	7·0	56·6	—	3·45	27·90	—	52·2	421·9	—	13 6⅓	6 9¾
Lot 5.—8 Pigs; Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 24 to Jan. 7	2	7·0	—	*58·6	4·67	—	*39·10	64·7	—	*542·4	10 13	7 3¼
Jan. 7 to Jan. 21	2	7·0	—	*67·0	3·93	—	*37·63	40·4	—	*387·4	17 5	9 11½
Jan. 21 to Feb. 4	2	7·0	—	*71·0	3·37	—	*34·18	56·0	—	*568·4	12 8	6 0
Feb. 4 to Feb. 18	2	7·0	—	*68·2	3·00	—	*29·25	54·4	—	*529·8	12 14	5 8¼
Feb. 18 to Mar. 3	2	7·0	—	*65·6	2·74	—	*25·64	73·2	—	*685·7	9 9	3 11¾
Dec. 24 to Mar. 3	10	7·0	—	*66·1	3·46	—	*32·69	55·5	—	*524·0	12 9¾	6 3¾
Lot. 6.—8‡ Pigs Food—Pea-meal, and Mixture of four-fifths Unmalted, and one-fifth Malted Barley, "No. 2." (with Malt-dust).												
1863–4.		lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs. ozs.	lbs. ozs.
Dec. 24 to Jan. 7	2	7·0	43·8	*10·9	4·62	28·87	*7·22	48·1	300·4	*75·1	14 9	9 9¾
Jan. 7 to Jan. 21	2	7·0	52·7	*13·2	3·74	28·21	*7·05	43·2	325·2	*81·3	16 3½	8 10¾
Jan. 21 to Feb. 4	2	7·0	52·8	*11·6	3·23	24·36	*6·11	52·1	392·9	*98·5	13 6¾	6 3¼
Feb. 4 to Feb. 18	2	7·0	47·2	*11·8	2·96	19·93	*4·98	57·9	390·4	*97·6	12 1¼	5 1½
Feb. 18 to Mar. 3	2	7·0	47·7	*11·8	2·68	18·25	*4·53	56·8	386·5	*95·9	13 5¼	4 11½
Dec. 24 to Mar. 3	10	7·0	48·8	*12·2	3·43	23·95	*5·98	50·2	350·4	*87·5	13 15	6 13½

* These figures represent not the actual weights of malt and malt-dust, but the weight of the barley from which they would be produced.

† No. 3 pig of this lot (3) was killed Jan. 14, and its consumption of food and weights are only taken into account in the results given for the first fortnightly period.

‡ No. 5 pig of this lot (6) was killed Jan. 7, and No. 2 pig on Feb. 5, and of the former the consumption of food and weights are only taken into account in the results given for the first, and of the latter only in those given for the first three of the fortnightly periods.

Table L.

Experiments made with PIGS, at Rothamsted, Herts.

Weights of the Carcasses, &c.

Designation of Parts.	PIGS. No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	Means.
Lot 1.—Food—Pea-meal, and Unmalted Barley "No. 1."									
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Carcass (cold)	227	271¼	204	224¼	208	238	199	221⅛	224⅛
Offal parts, loss by fasting, evaporation, &c.	60	64¾	60	62¾	62	59	42	58½	58⅝
Live-weight (unfasted)	287	336	264	287	270	297	241	280	283¾
Lot 2.—Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).									
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Carcass (cold)	227¼	217¼	188	199	173½	180	160⅛	157	187¾
Offal parts, loss by fasting, evaporation, &c.	62¾	60¾	54	41	50⅛	48	53½	39	51¼
Live-weight (unfasted)	290	278	242	240	224	228	214	196	239
Lot 3.—Food—Pea-meal, and Unmalted and Malted Barley "No. 1." (with Malt-dust).									
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Carcass (cold)	223½	227	—	231½	222¼	231	229½	184½	221¼
Offal parts, loss by fasting, evaporation, &c.	68½	71	—	64½	64¾	65	64½	53½	64½
Live weight (unfasted)	292	298	—	296	287	296	294	238	285¾
Lot 4.—Food—Pea-meal, and Unmalted Barley "No. 2."									
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Carcass (cold)	213¾	255½	236¾	209¼	204	196	220¼	192	212¼
Offal parts, loss by fasting, evaporation, &c.	59¾	56½	69¼	52¾	55	49	59¾	60	57⅝
Live-weight (unfasted)	273	282	306	262	259	245	280	252	269⅞
Lot 5.—Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).									
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Carcass (cold)	227¾	229¼	235	180½	205¾	210	177⅛	189	206¾
Offal parts, loss by fasting, evoporation, &c.	56¼	64¾	63	53½	56¼	60	50½	63	58½
Live-weight (unfasted)	284	294	298	234	262	270	228	252	265¼
Lot 6.—Food—Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley "No. 2." (with Malt-dust).									
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Carcass (cold)	281	—	123	213½	—	222	206	189½	217½
Offal parts, loss by fasting, evaporation, &c.	76	—	59	60½	—	74	50	52½	62
Live-weight (unfasted)	357	—	252	274	—	296	256	242	279½

Table LI.

Experiments made with PIGS, at Rothamsted, Herts.

Per-centages of the Carcasses, &c, in the Live-weights (unfasted).

Designation of Parts.	PIGS.								
	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.	No. 7.	No. 8.	Means.
Lot. 1.—Food—Pea-meal, and Unmalted Barley "No. 1."									
Carcass (cold) - - -	79·09	80·73	77·27	78·14	77·04	80·13	82·57	79·11	79·26
Offal parts, loss by fasting, evaporation, &c. - - - -	20·91	19·27	22·73	21·86	22·96	19·87	17·43	20·89	20·74
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 2.—Food—Pea-meal, and Malted Barley "No. 1." (with Malt-dust).									
Carcass (cold) - - - -	78·36	78·15	77·69	82·92	77·46	78·95	75·00	80·10	78·58
Offal parts, loss by fasting, evaporation, &c. - - - - -	21·64	21·85	22·31	17·08	22·54	21·05	25·00	19·90	21·42
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 3.—Food—Pea-meal, and Unmalted and Malted Barley "No. 1." (with Malt-dust).									
Carcass (cold) - - -	76·54	76·17	—	78·21	77·44	78·04	78·06	77·52	77·43
Offal parts, loss by fasting, evaporation, &c. - - - -	23·46	23·83	—	21·79	22·56	21·96	21·94	22·48	22·56
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 4.—Food—Pea-meal, and Unmalted Barley "No. 2."									
Carcass (cold) - - - -	78·30	79·96	77·37	79·87	78·76	80·00	78·66	76·10	78·64
Offal parts, loss by fasting, evaporation, &c. - - - - -	21·70	20·04	22·63	20·13	21·24	20·00	21·34	23·81	21·36
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 5.—Food—Pea-meal, and Malted Barley "No. 2." (with Malt-dust).									
Carcass (cold) - - -	80·19	77·98	78·86	77·14	78·53	77·78	77·85	75·00	77·92
Offal parts, loss by fasting, evaporation, &c. - - -	19·81	22·32	21·14	22·86	21·47	22·22	22·15	25·00	22·08
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00
Lot 6.—Food—Pea-meal, and Mixture of four-fifths Unmalted and one-fifth Malted Barley "No. 2." (with Malt-dust).									
Carcass (cold) - - - -	78·71	—	76·59	77·92	—	75·00	80·47	78·30	77·83
Offal parts, loss by fasting, evaporation, &c. - - - - -	21·29	—	23·41	22·08	—	25·00	19·53	21·70	22·17
	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00	100·00

LONDON:
Printed by George E. Eyre and William Spottiswoode,
Printers to the Queen's most Excellent Majesty.
For Her Majesty's Stationery Office.

BREWERS, &c.

RETURN to an Order of the Honourable The House of Commons, dated 5 March 1866;—*for*,

ACCOUNTS "of the Number of PERSONS in each of the several COLLECTIONS of the United Kingdom Licensed as BREWERS, VICTUALLERS, to Sell BEER to be Drunk on the PREMISES, and to Sell BEER not to be Drunk on the PREMISES; stating the Number of each Class who Brew their own BEER, and the Quantity of MALT consumed by them, particularising each Class in each Collection, from the 1st day of October 1864 to the 30th day of September 1865:"

"Of the Number of Barrels of BEER Exported from the United Kingdom, and the Declared Value thereof, and where exported to, from the 1st day of October 1864 to the 1st day of October 1865, each Year separately; distinguishing *England*, *Scotland*, and *Ireland*:"

"Of the Total Number of BUSHELS of MALT Made, and the Amount of DUTY Charged, for the Year ending the 31st day of December 1865:"

"And, of the Number of COMMON BREWERS paying for LICENCES, from the 1st day of October 1864, to the 30th day of September 1865, under 1,000 Barrels; over 1,000 and under 10,000; over 10,000 and under 20,000; over 20,000 and under 30,000; over 30,000 and under 50,000; over 50,000 and under 100,000; over 100,000 and under 150,000; over 150,000 and under 200,000; over 200,000 and under 250,000; over 250,000 and under 300,000; over 300,000 and under 350,000; over 350,000 and under 400,000; over 400,000 and under 450,000; over 450,000 and under 500,000; over 500,000 and under 550,000; over 550,000 and under 600,000; over 600,000; showing in each Case the Supplementary Charge or the Supplementary Diminution; stating the Amount Paid for Licences for each Class, and the Total Amount Paid by all Classes (in continuation of Parliamentary Paper, No. 304, of Session 1865)."

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed*,
17 *April* 1866.

AN ACCOUNT of the Number of Persons in each of the several Collections of the United Kingdom Licensed as B and Victuallers, to sell Beer to be drunk on the Premises, and to sell Beer not to be drunk on the Premises; sta Number of each Class who brew their own Beer, and the Quantity of Malt consumed by them; particularising each each Collection, from the 1st October 1864 to the 30th September 1865.

COLLECTIONS.	Number of				Number who brew their own Beer.			Bushels of Malt consumed by each Class.		
			Persons Licensed to sell Beer			Persons Licensed to sell Beer				Persons licen seli Beer
	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Brewers.	Victuallers.	To be drunk on the Premises.
ENGLAND:										
Aylesbury	49	1,246	761	70	226	35	19	341,323	90,116	53,133
Barnstaple	4	484	60	10	400	46	7	18,702	68,702	7,561
Bath	46	718	418	81	379	104	10	478,812	295,850	61,794
Birmingham	8	824	1,272	7	726	1,000	4	62,517	492,818	469,720
Bolton	30	1,643	2,285	45	826	1,120	6	396,881	249,954	274,848
Brighton	59	1,012	757	51	29	32	12	499,941	31,243	25,345
Bristol	22	612	909	45	260	83	1	248,272	156,748	12,350
Cambridge	80	1,112	876	86	145	89	22	354,980	95,523	29,011
Canterbury	49	1,173	325	45	9	10	–	521,755	8,842	6,791
Cardiff	39	1,537	1,221	8	985	522	–	248,465	175,543	52,102
Carlisle	26	1,229	253	18	12	3	16	97,630	26,738	7,639
Carmarthen	7	1,121	27	3	882	22	3	7,270	93,392	2,354
Carnarvon	14	1,001	97	1	250	4	–	33,749	39,490	654
Chester	53	1,180	564	34	320	53	2	316,009	95,716	11,350
Colchester	53	883	540	109	168	124	40	293,442	109,047	39,553
Coventry	7	1,003	337	33	795	230	10	152,035	216,192	54,144
Exeter	15	769	174	31	383	19	7	157,261	120,371	4,849
Gloucester	44	761	705	69	400	260	25	309,322	102,107	55,230
Halifax	88	1,214	1,311	85	504	286	5	508,747	147,122	68,530
Hereford	3	684	221	4	563	133	3	20,329	77,394	11,648
Hull	70	956	306	66	120	21	2	274,485	38,874	4,506
Ipswich	21	579	332	48	133	49	20	180,287	83,449	8,117
Kingston	57	1,249	979	39	10	27	6	936,312	11,399	167,987
Lancaster	6	911	580	3	625	325	1	121,696	222,235	131,712
Leeds	21	933	688	64	578	337	7	525,540	333,547	175,066
Leicester	22	935	361	37	688	187	11	149,098	206,771	50,082
Lichfield	45	1,279	1,183	57	1,000	905	20	3,927,871	394,509	240,241
Lincoln	39	589	284	38	310	70	11	186,576	124,653	21,819
Liverpool	51	1,905	1,091	11	17	7	–	1,059,059	68,816	15,712
Lynn	38	1,274	545	44	85	27	6	268,459	49,748	10,612
Maidstone	43	1,337	1,076	52	2	17	5	604,497	417	22,786
Manchester	94	1,338	3,403	130	250	306	13	1,294,635	160,057	72,220
Middlesex	47	1,042	983	35	23	20	8	697,274	14,607	26,487
Newcastle	67	1,676	532	63	74	5	–	388,037	89,580	3,313
Northampton	24	878	452	113	490	128	27	290,093	115,287	35,922
Norwich	17	1,212	320	25	18	8	3	235,524	476,544	2,370
Nottingham	22	1,340	768	47	1,050	476	6	105,711	389,180	160,160
Oxford	36	840	459	115	230	48	20	343,646	74,157	11,001
Plymouth	35	1,065	572	40	284	17	5	125,015	71,368	4,192
Portsmouth	74	1,120	1,108	77	85	110	20	496,411	75,475	95,448
Reading	42	985	781	77	40	20	7	479,665	65,918	39,729
Ripon	37	1,146	122	3	309	20	1	144,241	74,793	5,013
Salisbury	29	453	178	45	296	82	18	86,553	180,503	25,489
Sheffield	45	1,553	1,130	131	300	83	3	835,436	61,957	5,944
Shrewsbury	5	783	370	16	650	278	6	26,250	180,793	63,173
Southampton	63	1,024	606	72	78	63	16	486,998	48,277	33,475
Stafford	24	865	1,038	14	580	465	1	271,700	117,998	72,662
Stamford	44	965	568	67	373	95	6	166,957	142,981	32,660
Stourbridge	10	1,204	684	36	1,114	625	12	46,901	337,953	124,061
Sunderland	72	2,102	746	65	140	14	–	324,875	52,598	6,075
Swansea	23	1,308	453	3	820	180	–	165,394	105,381	23,089
Taunton	44	688	569	47	166	54	3	250,485	36,176	6,030
Truro	20	808	239	10	326	60	2	68,921	71,455	11,059
Ware	48	811	634	54	19	19	9	484,904	26,631	16,298
Warrington	67	1,515	1,670	26	460	125	2	636,157	204,331	27,965
Welshpool	7	639	167	1	487	76	1	22,671	81,140	15,722
Weymouth	30	482	239	52	110	20	12	243,104	32,260	4,523
Worcester	5	727	498	72	645	350	25	16,807	179,329	47,426
York	30	1,085	257	39	250	38	8	181,079	96,616	25,998
TOTAL COUNTRY	2,170	61,807	40,084	2,769	21,488	9,932	515	22,216,766	7,790,671	3,094,550
LONDON	65	5,028	2,576	90	3	46	–	8,669,850	3,682	205,719
TOTAL ENGLAND	2,235	66,835	42,660	2,859	21,431	9,978	515	30,886,616	7,794,353	3,300,269

ACCOUNT of the Number of Persons in each of the several Collections of the United Kingdom, &c.—*continued.*

IONS.	Number of				Number who brew their own Beer.			Bushels of Malt consumed by each Class.			
			Persons Licensed to sell Beer			Persons Licensed to sell Beer				Persons Licensed to sell Beer	
	Brewers.	Victuallers	To be drunk on the Premises.	Not to be drunk on the Premises.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.	Brewers.	Victuallers.	To be drunk on the Premises.	Not to be drunk on the Premises.
AND:											
-	–	878	–	–	1	2	–	19,605	45,569	–	–
on -	1	161	–	–	–	–	–	251	–	–	–
-	12	495	–	–	–	–	–	42,017	–	–	–
-	8	1,261	–	–	33	–	–	9,591	89,360	–	–
gh -	24	1,077	–	–	–	–	–	1,189,458	–	–	–
- -	2	446	–	–	7	–	–	10,761	10,241	–	–
liam -	–	32	–	–	–	–	–	- -	–	–	–
-	15	2,081	–	–	–	–	–	369,361	–	–	–
-	11	1,806	–	–	–	–	–	73,204	806	–	–
tton -	11	764	–	–	10	–	–	53,604	41,213	–	–
s -	1	354	–	–	8	–	–	608	10,797	–	–
ow -	7	1,203	–	–	3	–	–	6,780	18,401	–	–
and -	–	30	–	–	–	–	–	- -	–	–	–
- -	–	24	–	–	–	–	–	- -	–	–	–
- -	–	42	–	–	–	–	–	- -	–	–	–
- -	–	52	–	–	4	–	–	- -	753	–	–
- -	5	547	–	–	19	–	–	2,583	35,907	–	–
- -	–	29	–	–	–	–	–	- -	–	–	–
- -	–	28	–	–	–	–	–	- -	–	–	–
- -	–	38	–	–	–	–	–	- -	–	–	–
- -	12	706	–	–	3	–	–	154,230	29,604	–	–
- -	–	53	–	–	–	–	–	- -	–	–	–
- -	1	75	–	–	–	–	–	- -	–	–	–
OTLAND	110	12,182	–	–	88	22	–	1,932,345	282,651	–	–
AND:											
- -	6	926	–	–	–	–	–	16,202	419	–	–
- -	5	1,109	–	–	–	–	–	32,977	–	–	–
- -	7	1,169	–	–	–	–	–	42,560	–	–	–
- -	10	1,121	–	–	–	–	–	133,082	–	–	–
ne -	5	624	–	–	–	–	–	9,225	–	–	–
- -	6	1,262	–	–	–	–	–	349,163	–	–	–
da -	5	1,059	–	–	–	–	–	159,732	–	–	–
- -	11	1,026	–	–	–	–	–	1,686,544	–	–	–
- -	4	735	–	–	–	–	–	12,809	–	–	–
k -	6	1,564	–	–	–	–	–	37,944	–	–	–
derry -	4	955	–	–	–	–	–	26,914	–	–	–
- -	4	1,079	–	–	–	–	–	22,385	–	–	–
- -	4	918	–	–	–	–	–	16,791	–	–	–
ord -	8	1,184	–	–	–	–	–	168,668	–	–	–
d -	5	678	–	–	–	–	–	33,776	–	–	–
IRELAND	90	15,409	–	–	–	–	–	2,748,772	419	–	–

TOTALS COLLECTED.

ND -	2,235	66,835	42,660	2,859	21,431	9,978	515	30,886,616	7,794,353	3,300,269	351,037
ND -	110	12,182	–	–	88	22	–	1,932,345	282,651	–	–
NE -	90	15,409	–	–	–	–	–	2,748,772	419	–	–
D KING- - -	2,435	94,426	42,660	2,859	21,519	10,000	515	35,567,733	8,077,423	3,300,269	351,037

AN ACCOUNT of the Total Number of BUSHELS of MALT made, and the Amoun of DUTY charged, for the Year ending the 31st day of December 1865.

Bushels of Malt made.	Amount of Duty charged.		
	£.	s.	d.
48,946,497	6,636,689	5	1½

AN ACCOUNT of the Number of COMMON BREWERS paying for LICENCES, from the 1st day of October 1864 to the 30th day of September 1865, under 1,000 Barrels; over 1,000 and under 10,000; over 10,000 and under 20,000; over 20,000 and under 30,000; over 30,000 and under 50,000; over 50,000 and under 100,000; over 100,000 and under 150,000; over 150,000 and under 200,000; over 200,000 and under 250,000; over 250,000 and under 300,000; over 300,000 and under 350,000; over 350,000 and under 400,000; over 400,000 and under 450,000; over 450,000 and under 500,000; over 500,000 and under 550,000; over 550,000 and under 600,000; over 600,000; showing in each case the Supplementary Charge or the Supplementary Diminution; stating the Amount paid for Licences for each Class, and the Total Amount paid by all Classes.

Common Brewers in the United Kingdom paying for Licences.			Amount Charged on each Class.			The Supplementary Charge on the Licences expiring on the 30th September 1865.			The Supplementary Diminution on the Licences expiring on the 30th September 1865.		
Exceeding	Not exceeding	Number.	£.	s.	d.	£.	s.	d.	£.	s.	d.
Barrels.	*Barrels.*										
—	1,000	31,032	91,866	17	6	17,948	16	6	8,154	4	–
1,000	10,000	1,647	78,449	18	–	10,285	5	6	3,803	7	–
10,000	20,000	178	34,368	18	–	3,355	16	–	872	18	–
20,000	30,000	64	22,125	–	–	2,493	4	6	324	16	–
30,000	50,000	34	17,525	16	–	2,690	9	–	230	5	–
50,000	100,000	20	18,428	2	6	1,850	5	–	254	7	6
100,000	150,000	7	10,957	7	6	1,096	5	–	—		
150,000	200,000	1	2,172	15	–	6	5	–	—		
200,000	250,000	4	11,643	10	–	999	7	6	—		
250,000	300,000	3	11,186	7	6	360	12	6	21	17	6
300,000	350,000	—	—			—			—		
350,000	400,000	1	4,645	5	–	101	17	6	—		
400,000	450,000	1	5,262	15	–	-	-	-	298	2	6
450,000	500,000	1	5,997	2	6	-	-	-	35	–	–
500,000	550,000	—	—			—			—		
550,000	600,000	1	7,009	–	–	745	–	–	—		
600,000	- -	1	7,584	–	–	163	2	6	—		
Beginners at 12 *s.* 6 *d.*		4,748	2,967	10	–	—			—		
		37,743	332,190	4	6	42,096	6	6	13,994	17	6
						13,994	17	6			
Net Supplementary Charge - -			28,101	9	–	28,101	9	–			
TOTAL Amount paid by all Classes - - -		£.	360,291	13	6						

Inland Revenue Office,
10 April 1866.

W. M. Moxon,
Chief Accountant for Excise.

CCOUNT of the Number of Barrels of BEER Exported from the United Kingdom, and the Declared thereof, and where Exported to, from the 1st day of October 1864, to the 1st day of October 1865, guishing *England, Scotland,* and *Ireland* (in continuation of Parliamentary Paper, No. 304, of on 1865).

BEER EXPORTED from 1st October 1864, to 1st October 1865.

COUNTRIES which Exported.	From ENGLAND.		From SCOTLAND.		From IRELAND.		From the UNITED KINGDOM.	
	Quantity.	Declared Value	Quantity.	Declared Value.	Quantity.	Declared Value.	Quantity.	Declared Value.
	Barrels.	£.	*Barrels.*	£.	*Barrels.*	£.	*Barrels.*	£.
- - - - -	3,267	11,872	1	3	–	- -	3,268	11,875
- - - - -	238	1,317	–	- -	–	- -	238	1,317
- - - - -	131	472	–	- -	–	- -	131	472
- - - - -	239	843	11	36	–	- -	250	879
- - - - -	2,998	9,868	32	130	–	- -	3,030	9,998
urgh - - - -	52	156	6	16	–	- -	58	172
- - - - -	21	67	–	- -	–	- -	21	67
a - - - - -	3,183	9,141	592	2,902	–	- -	3,775	12,043
- - - - -	444	1,621	–	- -	–	- -	444	1,621
- - - - -	4	12	–	- -	–	- -	4	12
- - - - -	1,466	4,694	525	1,969	–	- -	1,991	6,663
- - - - -	2,947	9,800	86	311	–	- -	3,033	10,111
slands - - -	7,306	21,484	–	- -	–	- -	7,306	21,484
- - - - -	8,892	27,257	132	570	–	- -	9,024	27,827
Azores, and Maderia -	1,151	4,045	344	1,701	3	6	1,498	5,752
Canaries - - -	775	2,992	7	30	–	- -	782	3,022
- - - - -	10,446	33,722	258	821	–	- -	10,704	34,543
- - - - -	390	1,251	1	4	–	- -	391	1,255
Territories - - -	10	35	1	2	–	- -	11	37
- - - - -	5,153	17,932	–	- -	51	102	5,204	18,034
- - - - -	180	684	–	- -	–	- -	180	684
lands - - - -	103	412	–	- -	–	- -	103	412
- - - - -	1,288	5,657	–	- -	–	- -	1,288	5,657
a and Moldavia - -	17	73	–	- -	–	- -	17	73
l Palestine - - -	136	781	–	- -	–	- -	136	781
- - - - -	2,437	10,954	18	80	–	- -	2,455	11,034
- - - - -	8	50	–	- -	–	- -	8	50
- - - - -	39	163	–	- -	–	- -	39	163
Africa - - -	1,989	9,260	182	871	–	- -	2,171	10,131
de Islands - - -	20	82	–	- -	–	- -	20	82
a and St. Helena - -	1,260	4,978	–	- -	–	- -	1,260	4,978
Possessions in South	19,145	73,460	269	1,088	–	- -	19,414	74,548
Africa - - - -	–	- -	25	144	–	- -	25	144
s - - - - -	6,465	23,088	849	3,550	–	- -	7,314	26,638
- - - - -	1,306	3,567	–	-	–	- -	1,306	3,567
- - - - -	35	148	–	- -	–	- -	35	148
India, Continental Territories.	200,729	572,243	10,381	51,950	–	- -	211,110	624,193
Singapore - -	1,871	7,662	692	3,300	–	- -	2,563	10,962
Ceylon - -	5,233	19,642	1,094	4,001	–	- -	6,327	23,643
- - - - -	491	2,691	299	1,754	–	- -	790	4,445
ne Islands - - -	260	885	193	855	–	- -	453	1,740
- - - - -	13	54	–	- -	–	- -	13	54
nd Hong Kong - -	11,839	43,250	25	121	–	- -	11,864	43,371
- - - - -	1,324	5,360	15	75	–	- -	1,339	5,435
a :								
st Australia - - -	3,629	13,469	–	- -	–	- -	3,629	13,469
th Australia - - -	10,916	44,107	401	1,752	–	- -	11,317	45,859
toria - - - -	51,463	204,862	4,670	21,136	–	- -	56,133	225,998
w South Wales - -	45,602	177,383	149	541	–	- -	45,751	177,929
eensland - - -	6,501	28,543	704	3,360	–	- -	7,205	31,903
mania - - - -	1,831	8,067	–	- -	–	- -	1,831	8,067
w Zealand - - -	22,717	95,981	1,097	5,295	–	- -	23,814	101,276
in the Pacific - -	459	2,212	–	- -	–	- -	459	2,212
North America - -	6,002	24,243	1,028	3,484	15	30	7,045	27,762
West Indies - - -	17,249	66,230	8,934	35,360	897	2,040	27,130	103,680
West Indies . - -	9,452	40,681	5,288	25,301	–	- -	14,740	65,982
States of America - -	6,209	28,012	2,003	11,020	22	67	8,239	39,099
- - - - -	1,886	9,050	–	- -	–	- -	1,886	9,050
America - - -	357	2,052	–	- -	–	- -	357	2,052
ranada - - - -	1,235	7,307	–	- -	–	- -	1,235	7,307
ela - - - -	459	2,440	–	- -	–	- -	459	2,440
r - - - - -	171	835	–	- -	–	- -	171	835
- - - - -	7,528	39,948	1,292	6,163	–	- -	8,820	46,111
- - - - -	120	714	–	- -	–	- -	120	714
- - - - -	5,817	29,950	4,179	20,370	–	- -	9,996	50,320
- - - - -	15,056	87,233	2,449	11,921	–	- -	17,505	99,154
ay - - - - -	2,430	13,350	1,752	8,412	–	- -	4,182	21,762
ine Confederation - -	3,313	17,564	5,531	26,602	–	- -	8,844	44,166
nd Islands - - -	322	1,062	–	- -	–	- -	322	1,062
TOTAL - - -	526,025	1,889,080	55,570	257,001	988	2,245	582,583	2,148,326

ffice of the Inspector General of Imports and Exports,
Custom House, London, 11 April 1866.

John A. Messenger.

ACCOUNTS of the Number of Persons in each of the several Collections in the United Kingdom Licensed as Brewers, Victuallers, to Sell Beer to be Drunk on the Premises, and to Sell Beer not to be Drunk on the Premises, from 1 October 1864 to 30 September 1865;—and, the Number of Barrels of Beer Exported from the United Kingdom, and the Declared Value thereof, and where Exported to, from 1 October 1864, to 1 October 1865, distinguishing *England, Scotland,* and *Ireland*; &c.

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed,*
17 *April* 1866.

COALS, CINDERS, AND CULM, &c.

RETURN to an Order of the Honourable The House of Commons, dated 27 February 1866;—*for*,

No. 1.—AN ACCOUNT "of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Shipped at the several Ports of *England, Scotland*, and *Ireland*, Coastways, to other Ports of the United Kingdom, in the Year 1865; distinguishing the Quantity Shipped at each of the said Ports, as compared with the Year 1864:"

No. 2.—AN ACCOUNT "of the Quantities and Declared Value of Coals, Cinders, and Culm, and Patent Fuel Exported from the several Ports of *England, Scotland*, and *Ireland*, to Foreign Countries and the *British* Settlements Abroad, in the Year 1865; distinguishing the Countries to which the same were sent, and comparing the same with the Year 1864; also distinguishing the Ports of the United Kingdom from which the same were Shipped:"

No. 3.—AN ACCOUNT "of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Exported from the United Kingdom in the Year 1865, with the Rate and Amount of Duty thereon:" And,

No. 4.—AN ACCOUNT "of the Quantities of Coals and Patent Fuel brought Coastways, by Inland Navigation, and by Railway, into the Port of *London*, during the Year 1865, comparing the same with the Quantities brought during the Year 1864."

— No. 1. —

AN ACCOUNT of the Quantities of Coals, Cinders, and Culm, and Patent Fuel Shipped at the several Ports of *England, Scotland*, and *Ireland*, Coastways, to other Ports of the United Kingdom.

PORTS from which SHIPPED.	COALS, CINDERS, AND CULM.								PATENT FUEL	
	YEAR 1864.				YEAR 1865.					
	Coals.	Cinders.	Culm.	Total.	Coals.	Cinders.	Culm.	Total.	Year 1864.	Year 1865.
England:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	4,868	2,883	-	7,751	3,519	-	-	3,519	—	—
Rochester	2,883	1,462	-	4,345	3,700	480	-	4,180	—	—
Faversham	—	—	—	—	-	24	—	24	—	—
Dover	—	—	—	—	-	205	—	205	—	—
Littlehampton	—	—	—	—	108	-	35	143	—	—
Portsmouth	8,871	321	-	9,192	5,497	-	100	5,597	—	—
Cowes	86	-	-	86	588	-	-	588	—	—
Weymouth	—	—	—	—	222	-	-	222	—	—
Plymouth	62	-	50	112	50	-	-	50	—	—
Bristol	102	150	-	252	200	63	-	263	—	—
Gloucester	169,895	-	29	169,924	169,265	-	-	169,265	—	—
Cardiff	839,569	1,737	602	841,908	898,525	3,199	-	901,724	4,821	7,38
Newport	608,692	1,040	-	609,732	638,690	541	-	639,231	—	—
Swansea	215,113	45	48,865	264,023	221,065	407	40,114	261,586	34,434	34,04
— Neath	171,872	45	68,032	239,949	175,547	20	62,471	238,038	—	—
— Port Talbot	58,599	9	-	58,608	81,165	100	-	81,265	—	—
— Porth Cawl	16,883	83	-	16,966	10,348	71	-	10,419	—	—
Llanelly	232,882	-	19,828	252,710	223,478	-	22,491	245,969	—	—
Milford	24,490	-	35,287	59,777	17,867	-	29,311	47,178	—	—
Chester	49,739	-	-	49,739	51,843	-	-	51,843	—	—
Liverpool	228,143	9	-	228,152	223,839	-	-	223,839	—	—
Runcorn	115,241	315	-	115,556	128,551	222	-	128,773	—	—
Preston	40,165	-	77	40,242	40,062	-	-	40,062	—	—
Fleetwood	17,037	-	-	17,037	16,225	-	-	16,225	—	—
Lancaster	925	658	-	1,583	858	872	-	1,730	—	—
Whitehaven	144,777	-	2,950	147,727	143,699	-	2,890	146,589	—	—
Workington	136,982	-	-	136,982	145,666	-	-	145,666	—	—
Maryport	438,954	-	-	438,954	459,725	-	-	459,725	—	—
Carlisle	24,147	140	-	24,287	26,377	50	-	26,427	—	—
Berwick	84	-	-	84	56	-	-	56	—	—
Newcastle	2,286,565	15,704	-	2,302,269	2,518,553	12,462	-	2,531,015	—	—
Shields	153,053	-	-	153,053	81,438	65	-	81,503	—	—
Sunderland	2,377,875	1,189	-	2,379,064	2,239,213	775	-	2,239,988	1,979	7,01
Hartlepool	1,161,587	1,369	-	1,162,956	992,991	889	-	993,880	—	—
Middlesborough	208,239	4,754	-	212,993	191,189	2,746	-	193,935	—	—
Stockton	707	-	-	707	682	-	-	682	—	—
Gainsborough	10,879	-	-	10,879	15,063	-	-	15,063	—	—
Hull	11,728	-	-	11,728	19,637	-	-	19,637	—	—
Goole	109,496	-	-	109,496	118,533	-	-	118,533	—	—
Grimsby	20,541	-	-	20,541	19,493	-	-	19,493	—	—
Boston	205	-	-	205	356	-	-	356	—	—
Wisbeach	—	—	—	—	297	-	-	297	—	—
Lowestoft	—	—	—	—	113	-	-	113	—	—
Colchester	235	-	-	235	70	-	-	70	—	—
Scotland:										
Leith	11,242	-	-	11,242	17,772	-	-	17,772	—	—
Borrowstoness	105,845	-	-	105,845	88,365	-	-	88,365	—	—
Grangemouth	2,785	-	-	2,785	3,108	11	-	3,119	—	—
Alloa	45,867	-	-	45,867	5,199	-	-	5,199	—	—
Kirkcaldy	52,990	-	-	52,990	59,001	-	-	59,001	—	—
Dundee	225	-	-	225	157	-	-	157	—	—
Greenock	11,889	-	-	11,889	10,176	-	-	10,176	—	—
Glasgow	129,382	-	-	129,382	116,438	75	-	116,513	—	—
Ardrossan	77,784	-	-	77,784	101,705	-	-	101,705	—	—
Troon	280,616	-	-	280,616	341,672	-	-	341,672	—	—
Ayr	152,252	-	-	152,252	119,612	-	-	119,612	—	—
Total	10,763,078	31,913	175,720	10,970,711	10,747,568	23,277	157,412	10,928,257	41,234	48,44

No. 2.—AN ACCOUNT of the Quantities and Declared Value of COALS, CINDERS, and CULM, and PATENT FUEL Exported

YEAR 1864.

PORTS from which SHIPPED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
LONDON	94,938	2,191	-	97,129	2,842	87,642	2,698	-	90,340	3,18
Newhaven	2	-	-	2	-	2	-	-	2	—
Littlehampton	1	-	-	1	-	1	-	-	1	—
Portsmouth	132	-	-	132	-	60	-	-	60	—
Southampton	901	-	90	991	-	852	-	74	926	—
Poole	15	-	-	15	-	15	-	-	15	—
Weymouth	1	-	-	1	-	1	-	-	1	—
Exeter	12	-	-	12	-	12	-	-	12	—
Dartmouth	86	-	-	86	-	66	-	-	66	—
Falmouth	412	-	-	412	-	366	-	-	366	—
Penzance	76	-	-	76	-	37	-	-	37	—
Bideford	303	-	-	303	-	220	-	-	220	—
Bristol	10,758	186	-	10,944	-	6,491	153	-	6,644	—
Beaumaris	172	-	-	172	-	80	-	-	80	—
Gloucester	2,180	-	-	2,180	-	1,117	-	-	1,117	—
Cardiff	1,467,314	6,301	-	1,473,615	23,201	816,540	4,595	-	821,135	15,67
Newport	281,065	951	-	282,016	30	143,906	638	-	144,544	2
Swansea	530,888	1,979	1,765	534,632	62,041	273,920	1,486	605	276,011	34,50
—— Neath	28,103	-	210	28,313	-	13,743	-	78	13,821	—
—— Port Talbot	1,499	-	-	1,499	-	767	-	-	767	—
Llanelly	124,121	28	10,520	134,669	595	53,453	19	1,926	55,398	25
Milford	628	-	-	628	-	346	-	-	346	—
Chester	2,283	-	-	2,283	-	1,187	-	-	1,187	—
Liverpool	694,006	22,002	-	716,008	716	419,427	21,542	-	440,969	68
Runcorn	8,605	-	-	8,605	-	4,068	-	-	4,068	—
Preston	445	-	-	445	-	214	-	-	214	—
Fleetwood	502	-	-	502	-	200	-	-	200	—
Lancaster	1,480	-	-	1,480	-	681	-	-	681	—
Whitehaven	1,103	-	-	1,103	-	462	-	-	462	—
Maryport	4,718	-	-	4,718	-	1,907	-	-	1,907	—
Workington	1,211	-	-	1,211	-	458	-	-	458	—
Carlisle	4,751	-	-	4,751	-	2,284	-	-	2,284	—
Berwick	672	-	-	672	-	304	-	-	304	—
Newcastle	2,194,935	139,675	-	2,334,610	38	906,638	92,181	-	998,819	2
Shields	253,830	1,945	-	255,775	-	103,220	1,484	-	104,704	—
Sunderland	1,058,583	18,460	-	1,077,043	1,500	376,328	11,677	-	388,005	78
Hartlepool	514,852	34,931	-	549,783	-	171,641	24,958	-	196,599	—
Middlesborough	81,526	29,170	-	110,696	-	28,826	19,911	-	48,737	—
Stockton	758	-	-	758	-	265	-	-	265	—
Hull	156,828	1,269	-	158,097	-	75,007	956	-	75,963	—
Goole	12,872	-	-	12,872	-	6,086	-	-	6,086	—
Grimsby	127,454	20	-	127,474	-	63,677	17	-	63,694	—
Gainsborough	375	-	-	375	-	188	-	-	188	—
Lowestoft	1	-	-	1	-	1	-	-	1	—
SCOTLAND:										
Glasgow	89,056	300	-	89,356	1	45,648	317	-	45,965	
Leith	67,331	64	-	67,395	-	79,133	64	-	79,197	—
Borrowstoness	164,278	36	-	164,314	-	91,815	34	-	91,849	—
Grangemouth	84,508	251	-	84,759	-	29,817	219	-	30,036	—
Alloa	51,906	-	-	51,906	-	16,332	-	-	16,332	—
Kirkcaldy	93,900	-	-	93,900	-	33,915	-	-	33,915	—
Dundee	31,039	-	-	31,039	-	13,767	-	-	13,767	—
Arbroath	670	-	-	670	-	207	-	-	207	—
Inverness	260	-	-	260	-	78	-	-	78	—
Peterhead	208	-	-	208	-	280	-	-	280	—
Wick	105	-	-	105	-	100	-	-	100	—
Lerwick	60	-	-	60	-	48	-	-	48	—
Stornoway	420	-	-	420	-	140	-	-	140	—
Greenock	80,537	550	-	81,087	-	34,100	641	-	34,741	—
Port Glasgow	6,270	-	-	6,270	-	2,468	-	-	2,468	—
Ardrossan	87,426	262	-	87,688	-	30,008	302	-	30,310	—
Troon	107,430	-	-	107,430	-	35,641	-	-	35,641	—
Ayr	1,874	-	-	1,874	-	684	-	-	684	—
Stranraer	902	-	-	902	-	323	-	-	323	—
IRELAND:										
Dublin	570	-	-	570	-	380	-	-	380	—
Wexford	650	-	-	650	-	393	-	-	393	—
Waterford	100	-	-	100	-	80	-	-	80	—
Ross	650	-	-	650	-	525	-	-	525	—
Cork	360	-	-	360	-	180	-	-	180	—
Londonderry	200	-	-	200	-	75	-	-	75	—
Belfast	645	-	-	645	-	355	-	-	355	—
TOTAL	8,536,752	260,571	12,585	8,809,908	90,964	3,979,198	183,392	2,683	4,165,773	55,1

m the several Ports of *England, Scotland,* and *Ireland,* to Foreign Countries and *British* Settlements Abroad.

- - - - - - - - YEAR 1864.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
ssia: Northern Ports	388,538	9,014	- -	397,552	- -	162,920	6,181	- -	169,101	—
„ Southern Ports	75,160	132	- -	75,292	- -	37,017	142	- -	37,159	—
eden	223,512	22,382	- -	245,894	- -	88,533	14,885	- -	103,418	—
rway	173,407	6,410	- -	179,817	40	69,931	4,455	- -	74,386	26
nmark, including Iceland	476,495	12,423	- -	488,918	3	194,113	8,752	- -	202,865	2
hleswig and Holstein	108,467	897	- -	109,364	- -	39,471	606	- -	40,077	—
ussia	342,510	13,212	- -	355,722	- -	122,534	8,827	- -	131,361	—
ecklenburg	37,122	1,900	- -	39,022	- -	13,307	1,137	- -	14,444	—
nover	52,346	2,112	- -	54,458	- -	20,378	1,361	- -	21,739	—
denburg	21,022	652	- -	21,674	- -	11,479	409	- -	11,888	—
mburg	524,785	18,486	- -	543,271	- -	209,411	14,058	- -	223,469	—
emen	7,492	- -	- -	7,492	- -	5,454	- -	- -	5,454	—
beck	25,131	696	- -	25,827	- -	10,180	426	- -	10,606	—
ligoland	50	- -	- -	50	- -	15	- -	- -	15	—
lland	237,159	4,173	- -	241,332	- -	101,362	2,967	- -	104,329	—
lgium	24,760	322	- -	25,082	10	12,396	221	- -	12,617	7
annel Islands	64,836	472	132	65,440	- -	29,882	316	57	30,255	—
ance	1,431,595	4,434	11,465	1,447,494	3,374	617,774	3,045	2,320	623,139	2,124
rtugal, Azores, and Madeira	153,624	1,433	180	155,237	2,317	71,220	1,032	63	72,315	1,337
ain and Canaries	470,245	75,784	- -	546,029	34,814	235,631	51,611	- -	287,242	19,291
braltar	89,171	- -	- -	89,171	130	48,321	- -	- -	48,321	78
ly	598,070	12,321	808	611,199	10,110	272,518	7,937	243	280,698	5,464
pal Ports on the Mediterranean	16,188	- -	- -	16,188	- -	8,063	- -	- -	8,063	—
ustrian Territories	105,878	1,391	- -	107,269	- -	52,337	911	- -	53,248	—
alta	185,672	- -	- -	185,672	- -	93,671	- -	- -	93,671	—
nian Islands	35,861	- -	- -	35,861	- -	19,130	- -	- -	19,130	—
reece	21,692	776	- -	22,468	- -	11,057	486	- -	11,543	—
rkey	188,301	1,627	- -	189,928	2,203	94,378	1,200	- -	95,578	1,254
allachia and Moldavia	12,969	45	- -	13,014	- -	6,586	59	- -	6,645	—
ria and Palestine	9,815	- -	- -	9,815	- -	4,878	- -	- -	4,878	—
gypt	325,066	31,750	- -	356,816	1,822	148,985	19,666	- -	168,651	1,171
nnis	2,754	- -	- -	2,754	- -	1,461	- -	- -	1,461	—
lgeria	18,826	- -	- -	18,826	1,297	8,626	- -	- -	8,626	829
orocco	1,769	- -	- -	1,769	- -	939	- -	- -	939	—
estern Coast of Africa	16,714	- -	- -	16,714	2,003	9,167	- -	- -	9,167	1,206
ape Verde Islands	35,811	- -	- -	35,811	6,291	19,203	- -	- -	19,203	3,494
scension	890	- -	- -	890	- -	562	- -	- -	562	—
t. Helena	1,411	- -	- -	1,411	- -	904	- -	- -	904	—
ritish Possessions in South Africa	56,622	845	- -	57,467	1,125	31,501	841	- -	32,342	1,169
astern Coast of Africa	2,437	- -	- -	2,437	- -	1,403	- -	- -	1,403	—
auritius	17,855	10	- -	17,865	733	9,651	6	- -	9,657	841
rabia, Aden	37,948	- -	- -	37,948	8,483	20,066	- -	- -	20,066	6,028
——— Muscat	1,808	- -	- -	1,808	- -	808	- -	- -	808	—
ersia	763	- -	- -	763	- -	360	- -	- -	360	—
ritish India: Continental Territories	214,592	21,186	- -	235,778	3,492	114,240	21,025	- -	135,265	2,506
„ Singapore	84,755	- -	- -	84,755	254	44,040	- -	- -	44,040	134
„ Ceylon	43,236	269	- -	43,505	4,738	22,177	129	- -	22,306	3,200
iam	1,249	- -	- -	1,249	- -	621	- -	- -	621	—
ava	22,145	85	- -	22,230	- -	10,431	115	- -	10,546	—
hilippine Islands	3,552	- -	- -	3,552	- -	2,012	- -	- -	2,012	—
hina and Hong Kong	144,810	788	- -	145,598	4,181	76,832	900	- -	77,732	2,626
apan	1,633	- -	- -	1,633	- -	1,298	- -	- -	1,298	—
ustralia	35,049	1,450	- -	36,499	11	25,159	1,437	- -	26,596	13
andwich Islands	417	- -	- -	417	- -	408	- -	- -	408	—
ritish North America	169,667	3,521	- -	173,188	- -	80,638	2,412	- -	83,050	—
ritish West Indies	223,627	249	- -	223,876	422	138,262	226	- -	138,488	408
oreign West Indies	370,804	161	- -	370,965	2,477	190,645	154	- -	190,799	1,581
nited States of America:										
Ports on the Atlantic	183,821	- -	- -	183,821	- -	115,701	- -	- -	115,701	—
Ports on the Pacific	18,903	39	- -	18,942	- -	13,739	30	- -	13,769	—
exico	2,389	- -	- -	2,389	- -	1,277	- -	- -	1,277	—
entral America	995	12	- -	1,007	- -	702	18	- -	720	—
ew Granada	7,561	11	- -	7,572	- -	4,121	15	- -	4,136	—
enezuela	2,364	- -	- -	2,364	- -	1,310	- -	- -	1,310	—
cuador	550	- -	- -	550	- -	385	- -	- -	385	—
eru	48,013	2,194	- -	50,207	- -	29,465	1,016	- -	30,481	—
olivia	363	- -	- -	363	- -	166	- -	- -	166	—
hili	85,525	1,395	- -	86,920	630	43,744	1,041	- -	44,785	318
razil	182,438	4,554	- -	186,992	4	105,314	3,122	- -	108,436	3
ruguay	44,839	120	- -	44,959	- -	24,042	98	- -	24,140	—
tates of the Argentine Confederation	19,419	838	- -	20,257	- -	13,765	617	- -	14,382	—
alkland Islands	1,409	- -	- -	1,409	- -	1,061	- -	- -	1,061	—
Northern Whale Fishery	80	- -	- -	80	- -	60	- -	- -	60	—
Total	8,536,752	260,571	12,585	8,809,908	90,964	3,979,198	183,892	2,683	4,165,773	55,110

No. 2.—AN ACCOUNT of the Quantities and Declared Value of COALS, CINDERS, and CULM, and PATENT FUEL Exported

YEAR 1865.

PORTS from which SHIPPED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
ENGLAND:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
London	70,311	2,820	-	73,131	2,741	66,098	3,438	-	69,536	2,96
Newhaven	2,721	-	-	2,721	-	1,361	-	-	1,361	—
Portsmouth	164	-	-	164	-	139	-	-	139	—
Southampton	122	70	-	192	-	112	44	-	156	—
Poole	268	-	-	268	-	269	-	-	269	—
Dartmouth	10	-	-	10	-	8	-	-	8	—
Plymouth	55	-	-	55	-	39	-	-	39	—
Falmouth	24	-	-	24	-	12	-	-	12	—
Bridgewater	297	-	-	297	-	170	-	-	170	—
Bristol	9,961	124	-	10,085	120	6,059	50	-	6,109	7
Gloucester	1,485	-	-	1,485	500	765	-	-	765	50
Cardiff	1,440,436	12,305	-	1,452,741	30,202	817,235	9,374	-	826,609	20,20
Newport	290,512	2,188	-	292,700	-	150,855	1,573	-	152,428	—
Swansea	488,011	973	569	489,553	76,537	254,591	734	233	255,558	43,78
——Neath	28,209	32	260	28,501	-	13,951	24	99	14,074	—
——Port Talbot	9,839	82	-	9,921	-	5,167	56	-	5,223	—
——Porth Cawl	340	-	-	340	-	150	-	-	150	—
Llanelly	124,217	-	12,979	137,196	-	53,491	-	2,682	56,173	—
Milford	141	-	737	878	346	116	-	172	288	19
Chester	327	-	-	327	-	147	-	-	147	—
Liverpool	611,538	26,212	-	637,750	1,018	370,693	27,025	-	397,718	96
Runcorn	6,641	-	-	6,641	450	3,236	-	-	3,236	23
Preston	1,785	-	-	1,785	-	853	-	-	853	—
Fleetwood	1,323	-	-	1,323	-	650	-	-	650	—
Lancaster	2,703	-	-	2,703	-	1,260	-	-	1,260	—
Whitehaven	1,454	-	-	1,454	-	628	-	-	628	—
Maryport	6,976	-	-	6,976	-	2,633	-	-	2,633	—
Workington	840	-	-	840	-	306	-	-	306	—
Carlisle	6,554	-	-	6,554	-	3,045	-	-	3,045	—
Berwick	100	-	-	100	-	40	-	-	40	—
Newcastle	2,283,543	150,899	-	2,434,442	134	998,906	101,933	-	1,100,839	8
Shields	298,198	2,833	-	301,031	-	125,586	1,926	-	127,512	—
Sunderland	1,161,668	24,393	-	1,186,061	100	438,059	15,410	-	453,469	6
Hartlepool	540,197	30,605	-	570,802	-	190,855	22,727	-	213,582	—
Middlesborough	110,118	35,255	-	145,373	559	41,094	24,575	-	65,669	30
Stockton	50	-	-	50	-	20	-	-	20	—
Hull	199,309	3,504	-	202,813	-	94,346	3,325	-	97,671	—
Goole	4,935	-	-	4,935	-	2,419	-	-	2,419	—
Grimsby	172,097	-	-	172,097	-	86,075	-	-	86,075	—
Boston	241	-	-	241	-	121	-	-	121	—
Gainsborough	984	-	-	984	-	394	-	-	394	—
Lynn	80	-	-	80	-	70	-	-	70	—
SCOTLAND:										
Glasgow	87,873	978	-	88,851	26	44,520	1,082	-	45,602	3
Leith	86,802	342	-	87,144	1	89,398	438	-	89,836	
Borrowstoness	162,029	-	-	162,029	-	100,272	-	-	100,272	—
Grangemouth	117,745	291	-	118,036	-	44,020	227	-	44,247	—
Alloa	79,650	-	-	79,650	-	24,779	-	-	24,779	—
Kirkcaldy	121,560	-	-	121,560	-	46,784	-	-	46,784	—
Dundee	37,535	-	-	37,535	-	17,431	-	-	17,431	—
Perth	30	-	-	30	-	18	-	-	18	—
Montrose	219	-	-	219	-	66	-	-	66	—
Arbroath	25	-	-	25	-	20	-	-	20	—
Aberdeen	646	20	-	666	-	323	30	-	353	—
Peterhead	20	-	-	20	3	15	-	-	15	
Wick	315	-	-	315	-	120	-	-	120	—
Kirkwall	13	-	-	13	-	12	-	-	12	—
Lerwick	10	-	-	10	-	9	-	-	9	—
Greenock	82,508	-	-	82,508	-	34,404	-	-	34,404	—
Port Glasgow	13,750	573	-	14,323	-	5,792	445	-	6,237	—
Ardrossan	71,625	30	-	71,655	-	27,951	42	-	27,993	—
Troon	117,682	-	-	117,682	-	40,187	-	-	40,187	—
Ayr	985	-	-	985	-	325	-	-	325	—
IRELAND:										
Dublin	447	-	-	447	-	285	-	-	285	
Wexford	280	-	-	280	-	168	-	-	168	—
Waterford	236	-	-	236	-	177	-	-	177	—
Ross	270	-	-	270	-	135	-	-	135	—
Cork	324	-	-	324	-	253	-	-	253	—
Limerick	40	-	-	40	-	25	-	-	25	—
TOTAL	8,861,403	294,529	14,545	9,170,477	112,737	4,209,513	214,478	3,186	4,427,177	69,39

several Ports of *England, Scotland,* and *Ireland,* to Foreign Countries and the *British* Settlements Abroad—*continued.*

YEAR 1865.

COUNTRIES to which EXPORTED.	QUANTITIES EXPORTED.					DECLARED VALUE THEREOF.				
	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.	Coals.	Cinders.	Culm.	Total of Coals, Cinders, and Culm.	Patent Fuel.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.	£.	£.	£.	£.
Northern Ports	373,580	10,603	-	384,183	-	166,554	7,065	-	173,619	—
Southern Ports	103,453	542	-	103,995	-	50,797	375	-	51,172	—
	244,385	17,597	-	261,982	-	104,603	12,276	-	116,879	—
	169,051	8,887	-	177,938	1	73,386	6,242	-	79,628	1
, including Iceland	531,286	14,047	-	545,333	3	232,366	10,365	-	242,731	3
and Holstein	150,043	1,606	-	151,649	-	57,968	1,068	-	59,036	—
	577,183	20,588	-	597,771	-	214,045	13,347	-	227,392	—
ourg	64,428	2,925	-	67,353	-	24,269	2,094	-	26,363	—
	82,715	3,011	-	85,726	-	32,045	1,968	-	34,013	—
g	34,604	827	-	35,431	-	15,007	583	-	15,590	—
	551,341	16,301	-	567,642	-	231,336	13,078	-	244,414	—
	11,093	10	-	11,103	-	5,167	8	-	5,175	—
	24,073	1,942	-	26,015	-	9,803	1,234	-	11,037	—
d	85	-	-	85	-	43	-	-	43	—
	234,028	3,574	-	237,602	-	106,201	2,468	-	108,669	—
	21,810	-	-	21,810	-	12,180	-	-	12,180	—
Islands	69,654	352	184	70,190	100	32,528	203	81	32,812	60
	1,571,966	3,380	14,361	1,589,707	9,695	716,697	2,346	3,105	722,148	5,626
, Azores, and Madeira	159,552	2,207	-	161,759	2,216	76,234	1,439	-	77,673	1,335
d the Canaries	409,497	63,804	-	473,301	38,677	215,987	42,523	-	258,510	22,349
r	91,622	25	-	91,647	-	50,056	14	-	50,070	—
	498,446	12,165	-	510,611	20,394	229,487	8,337	-	237,824	11,424
orts on the Mediterranean	13,925	175	-	14,100	-	6,609	96	-	6,705	—
Territories	97,226	1,267	-	98,493	-	50,663	887	-	51,550	—
	152,893	98	-	152,991	722	81,220	54	-	81,274	622
	33,909	3,944	-	37,853	-	18,848	2,602	-	21,450	—
slands	26,907	-	-	26,907	-	14,836	-	-	14,836	—
	177,446	1,052	-	178,498	2,304	91,317	668	-	91,985	1,283
ia and Moldavia	13,427	-	-	13,427	-	7,035	-	-	7,035	—
d Palestine	14,358	-	-	14,358	-	8,012	-	-	8,012	—
	333,214	55,614	-	388,828	4,767	167,580	38,511	-	206,091	3,034
	6,369	-	-	6,369	-	3,424	-	-	3,424	—
	21,324	19	-	21,343	1,046	10,272	12	-	10,284	654
	313	-	-	313	-	198	-	-	198	—
Coast of Africa	12,566	-	-	12,566	641	7,266	-	-	7,266	384
erde Islands	35,378	-	-	35,378	1,811	18,784	-	-	18,784	1,082
on	2,709	-	-	2,709	-	1,528	-	-	1,528	—
ena	3,099	-	-	3,099	-	1,559	-	-	1,559	—
Possessions in South Africa	38,084	1,312	-	39,396	420	21,903	1,109	-	23,012	297
Coast of Africa	850	-	-	850	-	468	-	-	468	—
us	22,806	60	-	22,866	1,764	11,253	85	-	11,338	1,953
Aden	64,162	-	-	64,162	13,584	32,981	-	-	32,981	9,376
Muscat	676	-	-	676	-	305	-	-	305	—
India: Continental Territories	217,243	27,683	-	244,926	1,800	117,177	27,779	-	144,956	990
Singapore	44,944	-	-	44,944	-	23,502	-	-	23,502	—
Ceylon	51,496	917	-	52,413	3,870	26,490	719	-	27,209	2,679
	200	-	-	200	-	100	-	-	100	—
	22,490	523	-	23,013	-	10,801	525	-	11,326	—
ine Islands	19,949	-	-	19,949	-	11,481	-	-	11,481	—
nd Hong Kong	97,895	882	-	98,777	-	52,119	1,282	-	53,401	—
	5,791	-	-	5,791	1,881	3,825	-	-	3,825	1,161
ia	24,384	2,167	-	26,551	-	17,283	2,399	-	19,682	—
ch Islands	50	-	-	50	-	43	-	-	43	—
North America	171,866	638	-	172,504	-	78,503	512	-	79,015	—
West Indies	130,688	168	-	130,856	809	74,005	169	-	74,174	897
n West Indies	341,371	378	-	341,749	4,343	176,710	311	-	177,021	2,714
States of America:										
rts on the Atlantic	185,924	88	-	186,012	963	110,940	58	-	110,998	602
rts on the Pacific	11,389	-	-	11,389	-	7,432	-	-	7,432	—
	7,931	6	-	7,937	42	4,177	5	-	4,182	34
l America	21	8	-	29	-	16	15	-	31	—
ranada	3,889	20	-	3,909	774	2,525	18	-	2,543	755
uela	1,634	-	-	1,634	-	904	-	-	904	—
or	28	-	-	28	-	16	-	-	16	—
	51,374	2,466	-	53,840	10	34,964	1,550	-	36,514	5
a	2,254	-	-	2,254	-	988	-	-	988	—
	109,929	896	-	110,825	-	56,161	637	-	56,798	—
	215,365	7,620	-	222,985	-	125,910	5,856	-	131,766	—
ay	64,758	28	-	64,786	-	37,871	11	-	37,882	—
of the Argentine Confedera-	32,660	2,107	-	34,767	100	22,566	1,575	-	24,141	70
nd Islands	260	-	-	260	-	144	-	-	144	—
onia	84	-	-	84	-	40	-	-	40	—
TOTAL	8,861,403	294,529	14,545	9,170,477	112,737	4,209,513	214,478	3,186	4,427,177	69,390

— No. 3. —

AN ACCOUNT of the Quantities of COALS, CINDERS, and CULM, and PATENT FUEL Exported from the United Kingdom to Foreign Countries and *British* Settlements Abroad, with the Rate and Amount of Duty Received thereon.

YEAR 1865.

	QUANTITIES EXPORTED.
	Tons.
Coals - - - - - - - - -	8,861,403
Cinders - - - - - - - -	294,529
Culm - - - - - - - - -	14,545
TOTAL - - -	9,170,477
	Tons.
Patent Fuel - - - - - -	112,737

The Duties on Coals, Cinders, and Culm Exported, were wholly repealed by Act 13 & 14 Vict. c. 95, from 14 August 1850.

— No. 4. —

AN ACCOUNT of the Quantities of COALS and PATENT FUEL brought COASTWAYS, by INLAND NAVIGATION, and by Railway, into the Port of *London* during the Year 1865, comparing the same with the Quantities brought during the Year 1864.

COALS and PATENT FUEL brought into the Port of *London*.

	COALS.		PATENT FUEL.	
	Years		Years	
	1864.	1865.	1864.	1865.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Coastways - - - - - -	3,116,703	3,161,683	23,481	12,426
By Inland Navigation and by Railway - - - - - - -	2,359,723	2,748,257	—	—
TOTAL - - -	5,476,426	5,909,940	23,481	12,426

The Quantities of Coals brought into the Port of London, as shown above, are stated on the authority of the Registrar of the Coal Market.

Office of the Inspector General of Imports and Exports, Custom House, London, 28 April 1866.

John A. Messenger.

COALS, CINDERS, AND CULM, &c.

AN ACCOUNT of the Quantities of Coals, Cinders, Culm, and Patent Fuel Shipped Coastways, from the Ports of *England*, *Scotland*, and *Ireland* severally; of the Quantities Exported from the same Ports to Foreign Countries and British Settlements Abroad; and, of the Quantities brought Coastways into the Port of *London*, in the Years 1864 and 1865.

(*Mr. Hussey Vivian.*)

Ordered, by The House of Commons, *to be Printed,*
1 *May* 1866.

Under 1 *oz.*

COPPER, &c.

RETURN to an Order of the Honourable The House of Commons, dated 1 March 1866;—*for*,

A RETURN "of all EXPORTS and IMPORTS of COPPER and COPPER ORE and REGULUS, TIN and TIN ORE, LEAD and LEAD ORE, SPELTER and ZINC, for Twelve Months to the 31st day of December 1865 (in continuation of Parliamentary Paper, No. 275, of Session 1865)."

(*Mr. Davey.*)

Ordered, by The House of Commons, *to be Printed*,
28 *May* 1866.

COPPER.

COPPER Imported into the United Kingdom in the Year ended 31 December 1865.

PORTS INTO WHICH IMPORTED.	Ore.	Regulus.	Unwrought, in Bricks or Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture (including all Yellow Metal Sheathing).	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Sheets.	Plates for Coin and Copper Coin.	Copper Manufactures and Copper Plates Engraved
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Value £*
London	7,518	–	2,433	270	514	89	435	25,2
Liverpool	20,104	12,438	774	58	13,734	–	33	1,4
Bristol	–	14	–	2	–	–	–	
Goole	–	–	–	1	–	–	–	
Hartlepool	–	–	–	11	–	–	–	
Harwich	–	–	–	5	–	95	51	
Hull	10	–	9	10	10	10	–	7
Newcastle	2,526	2	1	6	130	–	–	
Newhaven	–	–	–	–	–	–	–	
Southampton	936	–	–	20	–	1	–	1,8
Swansea	51,424	27,232	3,809	13	303	–	–	
Other Ports of England	4	–	–	21	–	–	–	1
Leith	–	–	–	2	–	–	–	
Grangemouth	40	–	–	2	—	–	–	—
Other Ports of Scotland	–	–	–	6	—	–	–	—
TOTAL IMPORT	82,562	39,686	7,026	427	14,691	195	519	30,0
COUNTRIES FROM WHICH IMPORTED.								
Sweden—Ports within the Baltic	983	–	1	4	—	–	–	—
Ports without the Baltic	–	–	–	12	–	–	–	2
Norway	1,469	2	–	5	130	–	–	
Hanover	–	–	–	3	–	–	–	1
Hamburg	16	–	–	43	10	–	–	8
Bremen	–	–	–	11	100	–	–	—
Holland	–	–	27	88	23	95	51	1,2
Belgium	–	–	–	7	2	5	–	5
France—Ports without the Mediterranean	123	48	–	38	4	94	243	21,9
Ports within the Mediterranean	1,426	–	–	–	–	–	–	
Portugal	1,895	–	–	10	109	–	–	—
Spain—Ports without the Mediterranean	1,381	2	1,049	7	609	–	1	
„ Ports within the Mediterranean	1,363	8	—	—	—	–	–	—
Gibraltar	–	–	130	2	—	–	–	—
Italy—Genoa	1,551	–	–	5	1	–	–	—
„ Sardinia	63	–	—	—	—	–	–	—
„ Tuscany	2,475	17	31	5	—	–	–	—
„ Naples	–	–	–	2	–	–	136	1,00
„ Sicily	184	–	–	–	–	–	10	—
Egypt—Ports on the Mediterranean	–	–	–	9	–	–	–	1,6
Algeria	3	20	—	—	—	–	–	—
West Coast of Africa: Portuguese Possessions.	38	–	—	—	—	–	–	—
British Possessions in South Africa	4,086	70	20	27	–	–	–	
China	154	–	–	–	–	–	–	1,7
Hong Kong	33	–	—	—	—	–	–	—
West Australia	553	–	—	—	—	–	–	—
South Australia	6,529	–	966	1	223	–	45	—
Victoria	2,262	–	690	–	69	–	–	—
New South Wales	1,917	–	216	10	5	–	–	—
British North America	424	14	–	3	–	–	–	
British West India Islands	–	–	–	66	12	–	8	1
Cuba	15,721	1,099	—	—	—	–	–	—
United States—Northern Atlantic Ports	3,239	–	154	–	39	–	–	2
„ Southern Atlantic Ports	–	–	–	–	105	–	–	—
„ Ports on the Pacific	5,394	9	—	—	—	–	–	—
Mexico—Ports on the Atlantic	–	–	–	–	38	–	–	—
„ Ports on the Pacific	2	–	34	–	–	–	24	—
New Granada—Ports on the Atlantic	100	24	–	1	214	–	–	—
Peru	3,512	8	–	11	74	–	–	3
Bolivia	3,788	1,177	—	—	—	–	–	—
Chili	21,801	36,513	3,786	8	12,675	–	–	—
Brazil	–	160	–	1	—	–	–	—
Uruguay	–	–	12	3	40	–	–	—
States of the Argentine Confederation	77	515	–	2	205	–	–	—
Other Parts	–	–	–	43	4	1	1	
TOTAL IMPORT	82,562	39,686	7,026	427	14,691	195	519	30,0

COPPER Exported from the United Kingdom in the Year ended 31 December 1865.

PORTS FROM WHICH EXPORTED.	Ore and Regulus.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	Total of British Copper (exclusive of Ore and Regulus).
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
- - - - - - - - -	–	1,661	5	12,480	23	119	14,288
- - - - - - - - -	–	613	13	9,407	21	664	10,718
- - - - - - - - -	–	135	–	2	–	1	138
- - - - - - - - -	–	- -	–	25	–	- -	25
- - - - - - - - -	–	33	–	- -	–	3	36
l - - - - - - - - -	–	469	–	314	10	3	796
- - - - - - - - -	–	134	–	41	–	- -	175
- - - - - - - - -	–	170	–	704	7	95	976
: - - - - - - - - -	–	88	–	50	–	1	139
a - - - - - - - - -	–	- -	–	- -	–	93	93
- - - - - - - - -	–	- -	–	31	–	- -	31
ton - - - - - - - - -	–	85	1	72	–	1	159
nd - - - - - - - - -	–	- -	–	8	–	2	10
- - - - - - - - -	2	2,092	–	1,388	–	2	3,182
h - - - - - - - - -	–	- -	–	21	–	- -	21
rts of England - - - - - - -	–	- -	–	3	–	2	5
- - - - - - - - -	–	29	–	2	–	1	32
- - - - - - - - -	–	- -	–	3	–	- -	3
- - - - - - - - -	–	43	–	405	–	6	454
outh - - - - - - - - -	–	17	–	- -	–	- -	17
- - - - - - - - -	–	- -	–	10	1	- -	11
TOTAL Export of British Copper - - -	2	5,569	19	24,966	62	993	31,609
UNTRIES TO WHICH EXPORTED.							
Northern Ports - - - - - -	–	33	–	571	1	62	667
Southern Ports - - - - - -	–	- -	–	50	–	- -	50
- - - - - - - - -	–	- -	–	154	1	2	157
- - - - - - - - -	–	- -	–	180	1	2	183
- - - - - - - - -	–	50	–	54	–	- -	104
- - - - - - - - -	–	109	–	46	–	12	167
- - - - - - - - -	–	5	–	29	–	- -	34
- - - - - - - - -	–	92	–	944	12	17	1,065
- - - - - - - - -	–	30	–	664	–	1	695
- - - - - - - - -	–	1,216	–	1,036	3	7	2,262
- - - - - - - - -	–	557	–	372	–	8	937
Islands - - - - - - - -	–	- -	–	121	–	1	122
- - - - - - - - -	2	2,276	–	1,357	–	101	3,734
, Azores, and Madeira - - - -	–	- -	–	252	–	20	272
d the Canaries - - - - - -	–	3	–	107	1	4	115
- - - - - - - - -	–	- -	1	24	–	2	27
enoa - - - - - - - - -	–	187	–	797	4	374	1,362
uscany - - - - - - - -	–	29	–	57	–	- -	86
ncona and the Romagna - - - -	–	- -	–	17	1	- -	18
Naples and Sicily - - - - -	–	44	–	258	2	3	307
Territories; Venetia - - - -	–	- -	–	18	–	- -	18
,, Illyria, Croatia, and Dalmatia	–	1	–	84	–	2	87
- - - - - - - - -	–	- -	–	61	–	- -	61
- - - - - - - - -	–	- -	–	118	–	2	120
slands - - - - - - - -	–	- -	–	40	–	1	41
- - - - - - - - -	–	- -	–	739	–	68	807
ia and Moldavia - - - - - -	–	- -	–	10	–	- -	10
d Palestine - - - - - - -	–	- -	–	934	–	25	959
- - - - - - - - -	–	1	–	2,120	13	142	2,276
ast of Africa - - - - - -	–	- -	–	17	–	3	20
Possessions in South Africa - - -	–	- -	–	38	1	1	40
as - - - - - - - - -	–	- -	1	283	–	10	294
- - - - - - - - -	–	- -	–	43	–	- -	43
India: Continental Territories - - -	–	894	–	8,516	13	11	9,434
,, Singapore - - - - -	–	- -	–	593	–	- -	593
,, Ceylon - - - - -	–	12	–	60	–	- -	72
- - - - - - - - -	–	- -	–	159	–	3	162
ne Islands - - - - - - -	–	- -	–	59	–	4	63
- - - - - - - - -	–	- -	–	82	–	- -	82
nd Hong Kong - - - - - -	–	- -	–	732	–	34	766
a - - - - - - - - -	–	- -	1	577	2	12	592
h Islands - - - - - - -	–	- -	–	16	–	- -	16
North America - - - - - -	–	16	1	529	–	8	554
West India Islands, and British Guiana -	–	9	1	123	–	24	157
Honduras - - - - - - -	–	- -	–	22	–	- -	22
West Indies - - - - - -	–	- -	13	396	–	4	413
States, on the Atlantic, Northern States -	–	- -	–	455	–	3	458
,, on the Pacific - - - -	–	- -	–	45	–	- -	45
- - - - - - - - -	–	- -	–	9	1	- -	10
ranada - - - - - - - -	–	- -	–	70	–	1	71
ela - - - - - - - - -	–	- -	–	9	–	- -	9
- - - - - - - - -	–	- -	–	109	–	1	110
- - - - - - - - -	–	- -	–	184	–	3	187
- - - - - - - - -	–	- -	–	603	–	8	611
ay - - - - - - - - -	–	- -	–	11	–	- -	11
of the Argentine Confederation - - -	–	- -	–	9	–	2	11
Parts - - - - - - - -	–	5	1	3	6	5	20
TOTAL Export of British Copper - - -	2	5,569	19	24,966	62	993	31,609

COPPER Exported from the United Kingdom in the Year ended 31 December 1865—*continued.*

PORTS from which EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures and Copper Engr
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£
London	28	-	1,245	2	728	201	4
Liverpool	213	-	49	1	7,039	22	9
Hull	-	-	19	-	45	-	
Goole	94	-	12	—	—	—	-
Hartlepool	118	—	—	—	—	—	-
Harwich	-	-	52	-	5	—	-
Newhaven	-	-	150	-	-	-	6
Swansea	710	—	—	—	—	—	-
Total Export of Foreign Copper	1,163	-	1,527	3	7,817	223	2,0
COUNTRIES TO WHICH EXPORTED.							
Russia: Northern Ports	-	-	15	-	85	—	-
Prussia	-	-	180	-	165	—	-
Hanover	-	-	77	-	87	—	-
Hamburg	118	-	144	2	104	-	
Bremen	-	-	25	-	37	—	-
Holland	-	-	448	-	1,518	—	-
Belgium	-	-	108	-	50	—	-
France	1,006	-	223	1	5,653	210	
Spain	11	—	—	—	—	—	-
Italy: Genoa	2	-	54	-	20	—	-
British India; Continental Territories.	-	-	195	-	86	-	
Philippine Islands	-	-	-	-	-	-	
Hong Kong	-	-	-	-	-	-	
Australia	26	-	-	-	-	-	
Other Parts	-	-	58	-	12	13	
Total Export of Foreign Copper	1,163	-	1,527	3	7,817	223	2,

COPPER Exported from the Port of London in the Year ended 31 December 1865.

COUNTRIES TO WHICH EXPORTED.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	Total of British Copper (exclusive of Ore and Regulus).
TISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
Northern Ports	32	-	554	1	-	587
Southern Ports	-	-	49	-	-	49
	-	-	124	-	-	124
	-	-	35	-	-	35
	-	-	8	-	-	8
	57	-	42	-	-	99
	5	-	14	-	-	19
	25	-	519	-	3	547
	20	-	494	-	-	514
	267	-	837	-	4	1,108
	301	-	322	-	3	626
slands	-	-	27	-	1	28
	20	-	37	-	1	58
Azores, and Madeira	-	-	141	-	12	153
the Canaries	-	-	59	-	1	60
	-	1	23	-	2	26
noa	68	-	50	2	5	125
scany	4	-	24	-	-	28
aples and Sicily	20	-	77	1	-	98
Territories: Venetia	-	-	5	-	-	5
„ Illyria, Croatia, and Dalmatia	1	-	10	-	-	11
	-	-	37	-	-	37
	-	-	294	-	3	297
	-	-	90	-	3	93
st of Africa	-	-	9	-	2	11
ossessions in South Africa	-	-	30	1	1	32
	-	1	283	-	8	292
	-	-	43	-	-	43
dia: Continental Territories	829	-	6,088	12	7	6,936
Singapore	-	-	306	-	-	306
Ceylon	12	-	60	-	-	72
	-	-	76	-	1	77
e Islands	-	-	20	-	-	20
	-	-	82	-	-	82
ll Hong Kong	-	-	636	-	33	669
	-	1	522	2	12	537
n Islands	-	-	31	-	-	31
North America	-	1	72	-	1	74
West India Islands and British Guiana	-	-	94	-	11	105
Honduras	-	-	10	-	-	10
tates on the Atlantic, Northern Ports	-	-	27	-	-	27
„ on the Pacific	-	-	20	-	-	20
nada	-	-	9	-	-	9
	-	-	164	-	-	164
rts	-	1	26	4	5	36
TAL Export of British Copper from London	1,661	5	12,480	23	119	14,288

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Copper Manufactures, and Copper Plates Engraved.
REIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	£.
Northern Ports	-	-	15	-	85	-	—
	-	-	176	-	155	-	—
	-	-	77	-	86	-	—
g	-	-	130	2	83	-	140
	-	-	25	-	37	-	—
	-	-	430	-	161	-	—
	-	-	62	-	32	-	—
	-	-	25	-	-	201	—
Genoa	2	-	53	-	20	-	—
Tuscany	-	-	10	-	4	-	—
Naples and Sicily	-	-	15	-	3	-	—
Illyria, Croatia, and Dalmatia	-	-	23	—	—	-	—
India; Continental Territories	-	-	194	-	62	-	42
ong	-	-	-	-	-	-	150
a	26	-	-	-	-	-	42
arts	-	-	10	-	-	-	109
TAL Export of Foreign Copper from London	28	-	1,245	2	728	201	483

COPPER Exported from the Port of Liverpool in the Year ended 31 December 1865.

COUNTRIES TO WHICH EXPORTED.	Unwrought, in Bricks, Pigs, &c.	Coin.	Sheets, Nails, &c. (including Mixed or Yellow Metal).	Wire.	Wrought Copper of other Sorts.	Tot British (exclo and R
BRITISH COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	T
Holland	384	-	12	-	-	
France	99	-	441	-	8	
Portugal, Azores, and Madeira	-	-	109	-	5	
Spain and the Canaries	3	-	41	-	3	
Italy:						
Genoa	21	-	284	2	367	
Tuscany	15	-	30	-	-	
Ancona and the Romagna	-	-	17	1	-	
Naples and Sicily	11	-	105	1	3	
Austrian Territories:						
Venetia	-	-	10	-	-	
Illyria, Croatia, and Dalmatia	-	-	66	-	2	
Malta	-	-	23	-	-	
Greece	-	-	114	-	2	
Ionian Islands	-	-	40	-	1	
Turkey	-	-	436	-	65	
Syria and Palestine	-	-	934	-	25	
Egypt	1	-	2,031	13	139	2,
British India:						
Continental Territories	65	-	2,294	1	3	2,
Singapore	-	-	133	-	-	
Java	-	-	25	-	2	
Philippine Islands	-	-	19	-	4	
China and Hong Kong	-	-	89	-	1	
Australia	-	-	51	-	1	
British North America	5	-	418	-	4	
British West India Islands and British Guiana	9	-	26	-	11	
British Honduras	-	-	8	-	-	
Foreign West Indies	-	13	383	-	4	
United States on the Atlantic, Northern Ports	-	-	427	-	3	
„ „ on the Pacific	-	-	25	-	-	
Mexico	-	-	6	1	-	
New Granada	-	-	61	-	-	
Venezuela	-	-	9	-	-	
Peru	-	-	105	-	1	
Chili	-	-	173	-	1	
Brazil	-	-	437	-	6	
Uruguay	-	-	7	-	-	
Other Parts	-	-	18	2	3	
TOTAL Export of British Copper from Liverpool	613	13	9,407	21	664	10,7

COUNTRIES TO WHICH EXPORTED.	Ore.	Regulus.	Unwrought, in Bricks and Pigs, Rose Copper, and all Cast Copper.	Old, fit only for Re-manufacture.	Part Wrought; viz., Bars, Rods, or Ingots, hammered or raised.	Plates and Coin.	Co Manu a Coppe Engi
FOREIGN COPPER:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	
Holland	–	–	-	-	1,356	—	
France	202	–	48	1	5,653	9	
Spain	11	–	—	—	—	—	
Italy:							
Naples and Sicily	–	–	-	-	-	10	
British India; Continental Territories	–	–	-	-	25	—	
Philippine Islands	–	–	-	-	-	-	90
Other Parts	–	–	1	-	5	3	1
TOTAL Export of Foreign Copper from Liverpool	213	–	49	1	7,039	22	91

TIN.

TIN Imported into the United Kingdom in the Year ended 31 December 1865.

COUNTRIES FROM WHICH IMPORTED.	Tin.	Tin Ore, and Regulus.
	*Tons.**	*Tons.*
Hamburg	2	—
Holland	510	1
France: Ports without the Mediterranean	3	—
Spain: Ports without the Mediterranean	—	16
British India, viz. Bombay and Sinde	19	—
„ Bengal and Pegu	63	—
„ Singapore and Eastern Straits Settlements	4,850	14
Hong Kong	30	—
Japan	123	—
Victoria (Australia)	9	222
New Granada: Ports on the Atlantic	43	—
Peru	17	307
Bolivia	16	—
Chili	13	79
Other Parts	1	—
Total Import	5,699	639

* In the corresponding Return for the year ended 31 December 1864, the quantities of Tin imported, though described in the heading as *Tons*, were erroneously stated in *Cwts.*

TIN Exported from the United Kingdom in the Year ended 31 December 1865.

COUNTRIES TO WHICH EXPORTED.	TIN.		Tin Ore, and Regulus of Tin.
	British.	Foreign.	
	Tons.	*Tons.*	*Tons.*
Russia: Northern Ports	422	2	—
„ Southern Ports	56	—	—
Sweden	24	2	—
Norway	13	—	—
Denmark	6	—	—
Prussia	130	19	—
Hanover	94	—	—
Hamburg	197	60	—
Bremen	27	1	—
Holland	189	65	—
Belgium	40	48	—
Channel Islands	4	—	—
France	1,056	571	—
Portugal, Azores, and Madeira	73	—	—
Spain and the Canaries	124	93	—
Gibraltar	23	—	—
Italy: Genoa	40	84	—
„ Tuscany	12	24	—
„ Ancona and the Romagna	5	1	—
„ Naples and Sicily	54	4	—
Austrian Territories: Venetia	7	—	—
„ Illyria, Croatia, and Dalmatia	3	8	—
Malta	5	—	—
Greece	26	—	—
Ionian Islands	7	—	—
Turkey	221	—	—
Wallachia and Moldavia	17	—	—
Syria and Palestine	62	—	—
Egypt	134	—	—
British India: Continental Territories	7	5	—
Australia	32	—	—
British North America	45	—	—
British West India Islands and British Guiana	4	—	—
Foreign West Indies	14	—	—
United States on the Atlantic, Northern Ports	1,900	959	—
„ „ Southern Ports	9	—	—
„ on the Pacific	19	50	—
Mexico	3	3	—
Chili	3	—	—
Brazil	50	—	—
Uruguay	6	—	—
States of the Argentine Confederation	12	—	—
Other Parts	11	6	—
Total Export	5,186	2,005	—

ZINC.

ZINC and ZINC ORE Imported into the UNITED KINGDOM in the Year ended 31 December 1865.

COUNTRIES FROM WHICH IMPORTED.	Zinc or Spelter.	Ore of Zinc.	Oxide of Zinc.
	Tons.	*Tons.*	*Tons.*
Sweden—Ports within the Baltic	—	75	—
Denmark	175	—	—
Prussia	5,952	—	—
Hamburg	12,339	—	63
Bremen	—	—	18
Holland	3,672	1	214
Belgium	7,580	—	660
France—Ports without the Mediterranean	402	1,519	25
Spain—Ports without the Mediterranean	—	917	—
„ Ports within the Mediterranean	—	2,628	—
Italy—Tuscany	15	—	—
Victoria (Australia)	121	—	18
United States—Northern Atlantic Ports	400	18	508
Other Parts	29	—	—
TOTAL IMPORT	30,685	5,158	1,506

ZINC and ZINC ORE Exported from the UNITED KINGDOM in the Year ended 31 December 1865.

COUNTRIES TO WHICH EXPORTED.	ZINC or SPELTER.		Zinc Ore,	Oxide of Zinc,
	British.	Foreign.	Foreign.	Foreign.
	Tons.	*Tons.*	*Tons.*	*Tons.*
Russia—Northern Ports	4	—	—	—
Southern Ports	41	—	—	—
Sweden	—	3	—	27
Norway	8	—	—	—
Denmark	13	—	—	—
Belgium	4	1	14	—
Channel Islands	6	9	—	—
France	179	1,859	—	—
Portugal, Azores, and Madeira	40	2	—	—
Spain and the Canaries	14	—	—	—
Gibraltar	8	8	—	—
Italy:				
Genoa	40	14	—	—
Tuscany	3	—	—	—
Naples and Sicily	58	25	—	—
Malta	16	1	—	—
Greece	23	—	—	—
Ionian Islands	3	—	—	—
Turkey	216	24	—	—
Wallachia and Moldavia	3	—	—	—
Syria and Palestine	4	—	—	—
Egypt	66	—	—	—
West Coast of Africa	30	—	—	—
St. Helena	5	—	—	—
British Possessions in South Africa	56	3	—	—
Mauritius	42	—	—	—
British India:				
Continental Territories	2,307	765	—	—
Ceylon	18	5	—	—
Java	8	—	—	—
China and Hong Kong	63	59	—	—
Japan	8	—	—	—
Australia	454	72	—	2
British North America	66	64	—	—
British West India Islands and British Guiana	22	2	—	—
Foreign West Indies	29	—	—	—
United States—On the Atlantic, Northern Ports	423	805	—	—
„ On the Pacific	51	31	—	—
Mexico	12	—	—	—
Central America	3	—	—	—
New Granada	11	—	—	—
Venezuela	4	—	—	—
Peru	13	—	—	—
Chili	45	—	—	—
Brazil	36	—	—	—
Other Parts	6	19	—	1
TOTAL EXPORT	4,461	3,771	14	30

LEAD AND LEAD ORE.

LEAD and LEAD ORE Imported into the United Kingdom in the Year ended 31 December 1865.

PORTS INTO WHICH IMPORTED.	Lead, Pig and Sheet.	Lead Ore.	Lead, Red.	Lead, White.
	Tons.	*Tons.*	*Tons.*	*Tons.*
London	12,239	856	16	34
Liverpool	1,438	372	-	1
Bristol	-	-	5	1
Fowey	-	646	—	—
Harwich	65	-	-	18
Hull	184	—	—	—
Llanelly	-	1,220	—	—
Newcastle	17,536	—	—	—
Shields	1,060	—	—	—
Sunderland	112	—	—	—
Swansea	-	2,490	—	—
Other Ports of England	2	-	-	1
Leith	1,611	-	-	17
Glasgow	449	-	—	—
Grangemouth	207	-	8	—
TOTAL IMPORT	34,903	5,584	29	72
COUNTRIES FROM WHICH IMPORTED:				
Sweden:—Ports within the Baltic	110	—	—	—
„ Ports without the Baltic	71	—	—	—
Hanover	50	—	—	—
Hamburg	782	—	—	—
Holland	2,446	-	29	40
Belgium	2,240	10	-	3
France:—Ports without the Mediterranean	-	23	-	27
Portugal	30	147	—	—
Spain:—Ports without the Mediterranean	8,024	167	—	—
Ports within the Mediterranean	19,450	68	—	—
Gibraltar	1,538	—	—	—
Italy:				
Genoa	-	649	—	—
Sardinia	-	3,505	—	—
Sicily	100	43	—	—
Illyria, Croatia, and Dalmatia	-	-	-	2
British India, viz., Bombay and Sinde	21	—	—	—
Hong Kong	-	85	—	—
West Australia	-	211	—	—
South Australia	3	343	—	—
Victoria	1	35	—	—
New South Wales	-	121	—	—
United States:—Northern Atlantic Ports	-	36	—	—
Ports on the Pacific	-	32	—	—
Central America:—Ports on the Pacific	15	—	—	—
New Granada:—Ports on the Atlantic	3	53	—	—
Chili	2	48	—	—
Other Parts	17	8	—	—
TOTAL IMPORT	34,903	5,584	29	72

LEAD and LEAD ORE Exported from the United Kingdom in the Year ended 31 December 18

PORTS from which EXPORTED.	Lead Ore.	Pig.	Rolled and Sheet.	Piping.	Shot.	Litharge.	Red Lead.	W Le
BRITISH LEAD:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	T
London	–	13,196	3,035	583	1,405	149	1,514	2
Liverpool	119	1,833	902	614	846	28	452	
Beaumaris	–	30	—	—	—	—	—	
Bristol	–	10	10	1	4	–	–	
Falmouth	–	172	—	—	—	—	—	
Goole	–	–	–	–	–	–	5	
Grimsby	–	–	–	–	12	–	3	
Hartlepool	–	6	–	5	–	–	6	
Hull	2	194	299	48	15	12	202	
Llanelly	–	1,568	—	—	—	—	—	
Littlehampton	–	–	–	–	2	–	–	
Middlesborough	–	6	—	—	—	—	—	
Newcastle	2	1,085	318	305	134	318	1,181	
Newhaven	–	–	26	68	–	47	41	
Poole	–	1	–	–	4	–	–	
Shields	–	5	—	—	—	—	—	
Southampton	–	50	21	11	–	–	–	
Sunderland	–	–	–	–	–	–	3	
Swansea	–	60	–	1	–	–	3	
Truro	–	116	—	—	—	—	—	
Weymouth	–	–	11	20	7	—	—	
Other Ports of England	–	3	8	4	–	–	5	
Leith	–	8	3	14	–	1	3	
Glasgow	–	95	55	21	13	1	5	
Ardrossan	–	1	—	—	—	—	–	
Greenock	–	2	–	–	5	–	—	
Dublin	–	–	2	–	5	—	—	
TOTAL Export of British Lead	123	18,441	4,690	1,695	2,452	556	3,423	3,
COUNTRIES TO WHICH EXPORTED.								
Russia:—Northern Ports	–	1,207	596	54	8	94	111	
„ Southern Ports	–	7	57	2	9	2	102	
Sweden	–	44	21	25	1	3	43	
Norway	–	99	36	10	35	7	31	
Denmark	–	110	49	14	40	16	85	
Schleswig and Holstein	–	–	–	–	–	3	11	
Prussia	–	66	64	3	1	12	12	
Mecklenburg	–	3	–	–	–	18	6	
Hamburg	2	73	154	262	50	50	125	
Holland	4	11	–	20	1	9	97	
Belgium	–	18	–	–	2	13	180	
Channel Islands	–	–	90	44	11	–	–	
France	–	4,510	42	71	3	111	244	
Portugal, Azores, and Madeira	–	46	186	8	7	25	117	
Spain and the Canaries	–	50	4	1	–	3	124	
Gibraltar	–	–	11	9	2	1	8	
Italy:—Genoa	–	–	5	–	1	58	178	
„ Tuscany	–	1	–	–	1	22	82	
„ Ancona and the Romagna	–	–	2	–	1	10	4	
„ Naples and Sicily	–	–	2	–	–	5	39	
Austrian Territories:—Venetia	–	–	23	–	–	–	19	
„ Illyria, Croatia, and Dalmatia	–	–	11	–	–	14	90	
Malta	–	3	5	30	1	–	6	
Turkey	–	4	3	14	2	8	46	
Egypt	61	1	–	–	–	1	64	
West Coast of Africa	–	41	9	–	42	–	–	
British Possessions in South Africa	–	22	128	41	55	–	7	
Mauritius	–	–	158	25	19	–	8	
British India:—Continental Territories	50	224	562	154	265	1	704	
„ Singapore	–	–	32	5	28	–	11	
„ Ceylon	–	5	6	6	12	–	—	
Java	–	–	20	–	9	–	—	
Philippine Islands	–	–	5	–	4	–	—	
China and Hong Kong	–	2,088	103	26	15	–	25	
Japan	–	160	257	–	24	–	1	
Australia	–	366	1,099	176	546	1	106	
British North America	2	110	233	72	330	3	32	
British West India Islands, and British Guiana	–	494	104	25	50	–	10	
British Honduras	–	–	6	–	40	–	–	
Foreign West Indies	–	7	43	17	44	25	10	
United States on the Atlantic, Northern Ports	–	8,161	10	–	22	4	491	
„ „ on the Pacific	–	51	5	24	6	–	31	
Mexico	–	18	2	12	20	–	1	
Central America	–	2	–	–	11	–	—	
New Granada	–	68	13	8	51	–	5	
Venezuela	–	–	2	28	24	–	–	
Peru	–	5	46	57	11	–	20	
Chili	–	61	5	15	26	–	5	
Brazil	–	260	402	336	479	24	89	
Uruguay	–	–	6	49	67	2	4	
States of the Argentine Confederation	–	38	49	44	59	1	18	
Other Parts	4	7	24	8	17	10	21	
TOTAL Export of British Lead	123	18,441	4,690	1,695	2,452	556	3,123	3,

FOREIGN LEAD and LEAD ORE Exported from the United Kingdom—*continued.*

PORTS FROM WHICH EXPORTED.	Lead, Pig or Sheet.	Shot.	Lead Ore.	Lead, Red.	Lead, White.	Litharge.
FOREIGN LEAD:	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
London	305	–	–	3	3	7
Liverpool	98	–	15	—	—	—
Hull	–	–	2	—	—	—
Southampton	–	–	–	–	–	1
TOTAL Export of Foreign Lead	403	–	17	3	3	8
COUNTRIES TO WHICH EXPORTED.						
Russia: Northern Ports	–	–	–	–	–	6
Hamburg	–	–	2	–	1	—
France	11	–	–	–	1	—
Portugal	–	—	—	—	—	—
Italy: Genoa	–	–	–	1	—	—
„ Illyria, Croatia, and Dalmatia	–	–	–	2	—	—
Turkey	–	–	–	–	1	—
Syria and Palestine	–	–	15	—	—	—
Hong Kong	50	—	—	—	—	—
Japan	14	—	—	—	—	—
Australia	100	—	—	—	—	—
United States of America:						
Northern Atlantic Ports	198	–	–	–	–	1
Brazil	30	—	—	—	—	—
Other Parts	–	–	–	–	–	1
TOTAL Export of Foreign Lead	403	–	17	3	3	8

Office of the Inspector General of Imports and Exports, Custom House, London, 22 May 1866.

John A. Messenger.

RETURN of all Exports and Imports of Copper and Copper Ore and Regulus, Tin and Tin Ore, Lead and Lead Ore, Spelter and Zinc, for Twelve Months, ending the 31st day of December 1865 (in continuation of Parliamentary Paper, No. 275, of Session 1865).

(*Mr. Davey.*)

Ordered, by The House of Commons, *to be Printed*,
28 *May* 1866.

CUSTOMS.

RETURN to an Order of the Honourable The House of Commons, dated 20 April 1866;—*for*,

COPY "of a MINUTE of the BOARD of CUSTOMS, dated the 26th day of March 1866, with regard to CUSTOMS ENTRIES of GOODS for EXPORT."

MINUTE of the BOARD of CUSTOMS, dated 26th March 1866.

WITH reference to the Treasury Letter of the 14th instant, recorded on the Minute of the following day, on an application to the Lords of the Committee of Privy Council for Trade, from the Bradford Chamber of Commerce, requesting that the weight of British textile fabrics exported from this country may in future be shown in the Statistical Accounts of British exports, in which letter the Lords of the Treasury conveyed their authority for providing for the registration of the weight and measure of such goods—

The Board approve of the alterations proposed being made in the printed "Lists of Articles of British and Irish Produce and Manufactures to be distinguished in the Export Entries at the Custom House, and in the Official Registry of Exports from the United Kingdom," and direct that the lists * be reprinted, and that the officers in London, and at the outports, do govern themselves in conformity therewith, on and after the 1st April next.

Custom House, London,
26 April 1866.

(signed) *Geo. Dickins*,
Secretary.

* A copy of the reprinted list is annexed hereto.

ISED LIST of ARTICLES of BRITISH and IRISH PRODUCE and MANUFACTURES to be distinguished the EXPORT ENTRIES at the CUSTOM HOUSE, and in the OFFICIAL REGISTRY of EXPORTS from the ITED KINGDOM.

Approved by Minute of Board of Customs, dated 15th March 1866.

iltural Implements (not belonging to the class of ma- ıery, and not composed wholly of iron) - - -	value.
, viz.:	
Caustic soda, soda ash, and refined alkali - - -	cwt.
Crystals of soda - - - - - - - -	,,
Bicarbonate of soda - - - - - - - -	,,
- - - - - - - - - -	,,
ıe and other dyes extracted from coal tar - - -	lb.
als, living, viz.:	
Asses and mules - - - - - - - -	number.
Horses: stallions - - - - - - - -	,,
,, geldings - - - - - - - -	,,
,, mares - - - - - - - -	,,
Neat cattle: bulls - - - - - - - -	,,
,, cows and oxen - - - - - - -	,,
,, calves - - - - - - - -	,,
Sheep: rams - - - - - - - -	,,
,, wethers and ewes - - - - - - -	,,
,, lambs - - - - - - - -	,,
Swine - - - - - - - - -	,,
arel, viz.:	
Slops and negro clothing - - - - - - -	value.
Not otherwise described - - - - - - -	,,
(Comprehending all articles of clothing made up and ready for wear, except millinery, hats, leather gloves, leather boots and shoes, and linen, cotton, silk, and woollen hosiery.)	

Arms, Ammunition, and Military Stores, viz.:	
Ammunition:	
Shot, large and small, of lead - - - - -	cwt.
,, ,, of iron, including shells -	,,
Gunpowder - - - - - - - -	lb.
Rockets, and other combustibles for purposes of war, and ammunition not otherwise described -	value.
Arms: cannon and mortars - - - - - -	cwt.
,, muskets - - - - - - - - -	number.
,, rifles - - - - - - - - -	,,
,, fowling pieces - - - - - - -	,,
,, revolvers - - - - - - - -	,,
,, other fire arms - - - - - - -	,,
,, parts of fire arms - - - - - - -	value.
,, swords, cutlasses, bayonets, and arms of other sorts, not being fire arms - - - -	,,
Percussion caps - - - - - - - -	number.
Ordnance stores, not otherwise described - - -	value.
Arsenic - - - - - - - - - -	cwt.
Art, works of, in bronze or other metal - - - -	value.
Bacon and hams - - - - - - - -	cwt.
Bags, empty, for packing merchandise. *See under Cotton, Jute, and Linen Manufactures, respectively.*	
Barley, pearled - - - - - - - -	,,
Barytes - - - - - - - - - -	,,
Beef, salted - - - - - - - - -	,,

Beer and Ale, viz.:	
In cask	barrel.
In bottle	,,
Bells and bell metal	cwt.
Biscuit and bread	,,
Blacking	value.
Bleaching Materials or Preparations, viz.:	
Chloride of lime, or bleaching powder	cwt.
Other kinds, unenumerated	,,
Boats, with their tackle and furniture, viz.:	
Wooden	number.
Iron or other metal	,,
Books, printed	cwt.
Borax, refined in the United Kingdom	,,
Brass, viz.:	
Wire of all sorts, and manufactures of wire	,,
Tubing	,,
Wrought of other sorts, not being ordnance, and not otherwise described	,,
See also *Lamps, Gas Fittings, &c., and Scales and Weights.*	
Bricks, and Articles of Fire Clay, viz.:	
Bricks, of all sorts	number.
Lumps of fire clay	,,
Retorts of fire clay	,,
Brimstone, rough or refined	cwt.
Brooms and brushes of all sorts	value.
Butter	cwt.
Candles, viz.:	
Wax and sperm	lb.
Stearine and composite of all kinds	,,
Tallow and palm	,,
Paraffine and other sorts	,,
Canes or sticks, mounted or not mounted	number.
Caoutchouc, manufactures, viz.:	
Overshoes and boots	lb.
Tissues, combined with cotton, silk or wool, of all widths	value.
Other kinds, unenumerated	,,
See also *Oil and Floor Cloth, India Rubber Cloth.*	
Cards, playing	doz. packs and
See also *Paper, Cardboard, and Cards.*	cwt.
Carriages, Carts, &c., viz:	
Railway carriages for passengers	number.
Railway waggons, trucks, &c. (not of iron), for ballast, minerals or merchandise	,,
Carriages of all kinds, other than railway	,,
Carts and waggons	,,
Carriage wheels, except for railways	,,
Carvings (artistic) in wood or ivory	value.
Casts of busts, figures, or statues	,,
Cement for building and engineering purposes	cwt.
Chalk and lime	ton.
Cheese	cwt.
Clay, viz.:	
China	ton.
Fire	,,
Clocks and Watches, viz.:	
Clocks	number.
Clock movements, complete and incomplete, and other parts of clocks	value.
Ships' chronometers	number.
Watches, gold	,,
,, silver and other metal	,,
Watch movements, complete and incomplete, and other parts of watches	value.
Coals, Cinders, &c., viz.:	
Coals	ton.
Coke and cinders	,,
Culm	,,
Fuel, manufactured	,,
Coal tar	cwt.
Coal pitch	,,
Cocoa paste and chocolate	lb.
Confectionery	,,
Copper, viz.:	
Ore	ton.
Unwrought, in ingots, cakes or slabs	cwt.
Wrought: sheets, nails, bars, rods, bottoms and pans	,,
,, tubing	,,
,, wire of all sorts, and manufactures of wire	,,
,, coin	,,
,, Scales. *See Scales and Weights.*	
,, other manufactures of copper	,,
,, mixed or yellow metal for sheathing	,,
Copperas, viz.:	
Blue or white	,,
Green	,,
Cordage and Twine, viz.:	
Cables and ropes of hemp or like material	,,
Twine (*except Fishing Lines and Twines, which see*)	,,
Corks and bungs	,,

Corn, Grain, Meal and Flour, viz.:	
Wheat	cwt.
Barley, beer, or bigg	,,
See also *Barley, pearled.*	
Malt	quart
Oats	cwt.
Rye	,,
Pease	,,
Beans	,,
Wheatmeal or flour	,,
Barleymeal	,,
Oatmeal	,,
Ryemeal	,,
Peameal	,,
Beanmeal	,,
Cotton Yarn, viz.:	
Single, unbleached or bleached	lb.
,, dyed	,,
Double, unbleached or bleached	,,
,, dyed	,,
Cotton Manufactures, viz.:	
Heavy Cottons: Shirtings, plain and figured; domestics, madapollams, printing cloths, T cloths, drills, dimities, damasks, quiltings, sheetings, &c. (except fustians, &c.):	
Unbleached or bleached	yard an
Printed or dyed, except handkerchiefs and shawls	,,
Light Cottons; Imitation cambrics, jaconets, mulls, books, lawns, lappets, and other kinds of muslin, plain or figured:	
Unbleached or bleached	,,
Printed or dyed, except handkerchiefs and shawls	,,
Handkerchiefs and shawls, coloured, dyed, or printed	,,
Fustians, Velvets, Velveteens, Cords, Jeans, Jennets, &c.:	
Unbleached or bleached	,,
Dyed or coloured	,,
Counterpanes, bed quilts, and blankets	number
Lace and patent net	lb.
Hosiery of Cotton, or of Mixed Materials in which Cotton predominates:	
,, Stockings and socks	doz. pairs
,, Gloves	,,
,, Under-clothing: shirts, drawers, or pantaloons	,,
,, Other kinds	lb.
Small Wares: Tapes, bobbins, fringes, braids, cords, &c.	,,
,, Thread for sewing or stitching on spools, balls, or hanks	,,
Bags, empty, for packing merchandise	number
Mixed goods: Cloths of mixed material, in which cotton predominates	yard an
See also *Apparel, Haberdashery, and Caoutchouc Manufactures.*	
Cutlery (comprehending knives, forks, scissors, shears, &c.)	cwt.
Drugs and chemical products or preparations, not specially enumerated in this list, used in dyeing, and other processes subservient to manufactures and the arts	val
[For Drugs and Preparations used in Bleaching, *see Bleaching Materials.*	
[For Drugs and Preparations used in Medicine, *see Medicines.*]	
Earthen and China Ware, viz.:	
Red pottery and brown stoneware	pack.
Earthenware, common, other than red pottery or brown stoneware	,,
Parian, porcelain, and semi-porcelain	,,
See also *Bricks and Tiles.*	
Embroidery, and needlework of all kinds	valu
Emery powder, and other preparations of	,,
Epsom and glauber salts, and salt cake	cwt.
Feathers, for beds	,,
Felt. *See under Hair Manufactures. See* also *Sheathing, Roofing, and Boiler Felt.*	
Fish, cured and fresh, viz:	
Cod and ling	cwt.
Salmon	,,
Herrings	barr
Pilchards	hhd. and b
Oysters	bush
Other kinds	valu
Fishing tackle, including nets, lines, and twines, and all materials for fishing	,,
Flax, dressed and undressed	cwt.
Frames for pictures, prints, drawing, or mirrors	valu
Furniture (household), cabinet and upholstery wares	,,
(Except bedsteads or other household furniture of iron.)	
See also *Writing Desks, Work Boxes, Dressing Cases, &c.*	
Fuel, manufactured. *See under Coal.*	
German silver, manufactures of	value

viz. :	
ate, rough	square foot.
„ polished	„
„ silver (except looking-glasses in frames)	„
„ ornamented, painted, &c.	„
lint, cut, ornamented or coloured	cwt.
„ plain, including bottles and phials of flint glass	„
Vindow, and German sheet, or patent plate (including shades and cylinders) :	
Plain	„
Coloured or stained	„
Common bottles, and all manufactures of common bottle metal	„
Beads	„
Lustres and chandeliers, of which glass is the principal material	„
lasses, looking, and mirrors, in frames :	
Exceeding 36 inches in superficial measurement	superficial ft.
Small and toy, of less than 36 inches in superficial measurement	„
lace and thread. *See under Lace.*	
plate. *See under Plate.*	
e, not otherwise described	cwt.
-percha, manufactures of	„
rdashery	value.
(Comprehending all minor articles used in the making-up of apparel, &c., of mixed or undescribed material, and not capable of being accurately allotted to the separate heads of cotton, linen, silk, or woollen manufactures.) *See* also *Embroidery and Millinery.*	
viz :	
Horse	cwt.
Other sorts	„
manufactures of, viz. :	
Hair cloth	yard.
Mohair, or mohair mixed with silk, &c.	„
Felt of hair for making hats	„
Other sorts of hair manufactures	value.
ware, not specifically described	cwt.
See also *Cutlery, Brass, Copper, and Iron. German Silver Manufactures. Pewter and Britannia Metal manufactures. Plated and Gilt Wares. Lamps, Chandeliers, &c.*	
viz. :	
Beaver and castor	dozen.
Felt	„
Silk (plush or shag)	„
Straw	„
Other sorts (not falling under the head of millinery)	„
ers' wares	value.
	ton.
ap, dressed	cwt.
es, raw ; viz. :	
Cow, ox, or bull	„
Horse	„
For Calf Skins, *see Skins and Furs.*	
s	„
n and bone, manufactures of, not being turnery wares (Combs, umbrella, and other knobs, &c.)	value.
ruments and Apparatus, viz. :	
Scientific ; of all sorts (Mathematical, optical, pneumatic, meteorological, &c.)	value.
Surgical or anatomical	„
See also *Musical Instruments.*	
n and Steel, viz. :	
Iron Ore :	ton.
Old, for re-manufacture	„
Pig and puddled	„
Bar (except railroad)	„
Angle	„
Bolt and rod	„
Railroad : rails and tie-rods	„
„ chairs and sleepers	„
„ wheels and axles	„
„ other kinds	„
Castings and articles of cast iron, not otherwise specified, including *cast* tubes and pipes	„
Hollow ware	„
Sheets and boiler plates	„
Armour plates	„
Galvanised (other than wire or manufactures of wire)	„
Hoops	„
Wire, of iron or steel (*except Telegraphic Wire, which see*) galvanised or not galvanised	„
„ Manufactures of wire	„
Anchors and grapnels	„
Chains and cables	„

Iron and Steel—*continued.*	
Iron Ore—*continued.*	Ton.
Tubes and pipes, wrought	„
Nails, screws, and rivets	„
Bedsteads	„
Agricultural implements, composed wholly of iron, and not falling under the description of machinery	„
Articles composed partly of wrought and partly of cast iron, not otherwise described	„
Lighthouses, bridgework, graving docks, pontoons, parts of vessels, and other structures of iron	„
Iron : other sorts of wrought iron, not being ordnance, nor otherwise specifically described	„
[For Articles composed partly of iron and partly of steel, see *below, under Steel.*]	
[For Ordnance, see *Arms, Ammunition, &c.*]	
[For Hardwares, see *Hardwares.*]	
[For Machinery, see *Machinery.*]	
[For Tools and Implements, see *Steel Manufactures and Tools, &c.*]	
[For Tinned Plates, see *under Tin.*]	
[For Iron Scales and Weights, see *Scales and Weights.*]	
Steel :	
Cast in ingots	„
Bar, of all kinds	„
Sheets	„
Manufactures of steel or of steel and iron combined (including anvils, vices, saws, files, edge tools, cranks, slide bars, &c.)	„
[For Wire, see *Iron Wire.*]	
[For Cutlery, see *Cutlery.*]	
[For Surgical Instruments, see *Instruments.*]	
[For Swords, &c., see *Arms, &c.*]	
[For Steel Pens, see *under Stationery.*]	
Jewellery and Personal Ornaments, viz. :	
Gold or silver, or precious stones set in gold or silver	value.
Other sorts	„
Jute Yarn, viz. :	
Unmixed with other materials	lb.
Mixed with other materials	„
Jute Manufactures, viz. :	
Unmixed with other materials :	
Unbleached or bleached	yard and lb.
Printed, stained, or dyed	„
Mixed with other materials :	
Unbleached or bleached	„
Printed, stained, or dyed	„
Bags, empty, for packing merchandise	number and lb.
Lace and thread of gold and silver	lb.
Lamps, chandeliers, candelabra, and gas fittings (except chandeliers, &c., of which glass is the principal material)	value.
Lard	cwt.
Lead, viz. :	
Ore	ton.
Pig	„
Rolled and sheet	„
Piping and tubing	„
Shot. See *Arms and Ammunition, &c.*	
Litharge of	cwt.
Red	„
White	„
Black. See *Plumbago.*	
Leather, tanned, tawed, or dressed, viz. :	
Unwrought	cwt.
Wrought : gloves	pair.
„ boots and shoes	„
„ other articles, not specifically described	lb.
See also *Saddlery and Harness, Trunks, Portmanteaus, &c., Writing Desks, &c.*	
Linen Yarn, viz. :	
Unmixed with other materials :	
Unbleached or bleached	lb.
Dyed	„
Mixed with other materials :	
Unbleached or bleached	„
Dyed	„
Linen manufactures, viz. :	
Unmixed with other materials :	
Plain, unbleached, or bleached	yard and lb.
Checked, printed, stained, or dyed	„
Cambrics and lawns	„

Linen Manufactures—Unmixed with other Materials—*cont*[d].	
Damask and diaper	yard and lb.
Lace of thread	,,
Sailcloth	,,
Sails, British made	lb.
Ticking	yard and lb.
Mixed with other materials:	
Unbleached or bleached	,,
Printed, stained, or dyed	,,
Tarpaulings, tilts, &c.	lb.
Hosiery: stockings and socks of thread	doz. pr. & lb.
,, other sorts	lb.
Tapes and small wares	,,
Thread for stitching and sewing	,,
Bags, empty, for packing merchandise	number & lb.
See also *Apparel, Haberdashery, and Caoutchouc Manufactures.*	
Lucifer and vesta matches	value.
Machinery and Mill Work, viz.:	
Steam Engines, or parts of Steam Engines:	
Locomotive	,,
Other descriptions	,,
Not being steam engines:	
Agricultural	,,
Other descriptions	,,
Manure, not otherwise described	,,
Maps and charts	,,
Mats and matting, not being india-rubber matting	,,
Medicines, comprehending medical drugs and medicinal preparations	,,
Millinery of all sorts not specifically described	,,
Moss, rock and Irish	cwt.
Musical Instruments and parts thereof, viz.:	
Pianofortes	number
Other sorts	value.
Naphtha, paraffine oil, &c. (products of coal, peat, or shale)	gallon.
Naval stores and ships' gear and tackle of all sorts, not otherwise described	value.
Oakum	cwt.
Oil Cake, viz.:	
Linseed	ton.
Rape seed and other oil cake	,,
Oil and Floorcloth, viz.:	
Oil cloth: oiled, japanned, enamelled, &c., including imitation leather	square yard.
Floor cloth, including india-rubber floor cloth	,,
[For Tarpaulings, *see under* Linen Manufactures.]	
Oil, other than Essential or Medicinal, viz.:	
Tallow	cwt.
Lard and neatsfoot	gallon.
Spermaceti, of British fishery	,,
Train, of British fishery	,,
Seed, of all sorts	,,
Rosin	,,
Other sorts, not specifically enumerated	,,
[For Oil or Spirit of Turpentine, *see Turpentine.* *See* also *Petroleum.*]	
Painters' colours and materials, not otherwise enumerated	value.
Papier mâché, manufactures of	lb.
Paper, viz.:	
Writing or printing	cwt.
Envelopes	,,
Printed, stained, or painted for hangings	,,
Brown or other, for packing	,,
Pasteboard and millboard	,,
Cardboard and cards (except playing cards)	,,
Paper of any sort, not enumerated above	,,
Articles manufactured of paper (except papier mâché)	,,
Paraffine	,,
Perfumery of all sorts (except toilet or fancy soaps, which *see* under *Soap*)	value.
Petroleum refined in the United Kingdom	gallon.
Pewter and Britannia metal, manufactures of	cwt.
Pickles and sauces, and oilman's stores, not particularly described	value.
Pictures	number.
Pitch	barrel.
,, Coal, see *Coal Pitch.*	
Plate, viz.:	
Wrought of gold	oz.
,, of silver	,,
Plated and gilt wares	value.
Platting for hats, viz.:	
Of straw	lb.
Other kinds	,,
Plumbago (black lead)	cwt.
Pork, salted (not hams nor bacon, for which see *Bacon* and *Hams*)	,,
Potatoes	,,
Prints, engravings, and drawings (including photographs on paper)	value.
Printing types and apparatus for printing, not being machinery	val
Provisions, not otherwise described (including preserved provisions hermetically sealed).	,,
Rags, woollen, not torn up	ton
For Rags torn up, see *Wool, Flocks, and Rag Wool.*	
Rags and other materials for making paper, viz.:	
Rags, linen	,,
,, cotton and other sorts fit for making paper	,,
Other materials for making paper	,,
Rosin	cwt
Saddlery and harness	valu
Sal ammoniac	cwt
Salt, viz.:	
Rock	ton
White	,,
Saltpetre, British, prepared	cwt
Scales and weights	valu
(Including all apparatus for weighing, complete or incomplete).	
Sculptures of stone or marble	,,
Seeds, viz.:	
Garden	lb.
Grass	cwt
Other sorts	,,
Sheathing, roofing, and boiler felt	,,
Ships, British built, with their tackle and furniture, viz.:	
Steamers: of iron, or coated with iron	number measurement ton
,, of wood	,,
Sailing: of iron, or coated with iron	,,
,, of wood	,,
Silk, thrown in the United Kingdom, viz.:	
Singles	lb.
Organzine	,,
Tram	,,
Silk, twist or yarn, viz.:	
Of silk	,,
Of waste silk	,,
Of silk and other material	,,
Silk Manufactures, viz.:	
Silk only: broad piece goods	yard an
,, fancy silks and satin	,,
,, handkerchiefs, scarfs, and shawls	dozen a
,, velvet	yard an
,, plush for making hats	lb.
,, ribbons: silk or satin	,,
,, ,, gauze, crape, and velvet	,,
,, hosiery: stockings and socks	doz. pair
,, ,, other kinds	lb.
,, lace	yard an
,, small wares: fringes, trimmings, gimp, laces, &c.	lb.
,, sewing silk	,,
Silk and other materials, in which Silk predominates:	
Broad piece goods	yard an
Handkerchiefs, scarfs, and shawls	dozen a
Ribbons: silk or satin	lb.
,, gauze, crape, and velvet	,,
Hosiery: stockings and socks	doz. pair
,, other kinds	lb.
Lace	yard an
Small wares: fringes, trimmings, gimp, laces, &c.	lb.
See also Apparel, Haberdashery, and Caoutchouc Manufactures.	
Skins and Furs, viz.:	
British: calf, undressed	numb
,, coney and hares, in the wool	,,
,, sheep and lambs, undressed, without the wool	,,
,, unenumerated	valu
Foreign, dressed in the United Kingdom:	
Goat and kid	numb
Musquash	,,
Other sorts: furs	valu
,, not furs	,,
Soap, viz.:	
Toilet or fancy	cwt
Other sorts	,,
Specimens illustrative of natural science	valu
Spirits, British and Irish	gall
Starch	cw
Stationery, other than paper, viz.:	
Pens: quill	numb
,, metallic	,,
Ink	gall
Sealing-wax	lb
Other sorts, including account books, &c., also pencils	valu
Stones, viz.:	
Cement stone	ton
Grindstones, large	numb
Millstones	,,
Slate: by tale	,,
,, by weight	ton
,, wrought	valu
Other sorts	,,

- - - - - - - - - -	lb.
: lumps and loaves - - - - -	cwt.
crushed, superior (stoved) - - - -	,,
,, inferior (unstoved) - - -	,,
candy - - - - - - - -	,,
bastard - - - - - - - -	,,
s, treacle, and syrup - - - - -	,,
wires, and apparatus connected therewith - -	value.
g or paving - - - - - - - -	number.
tubes, sewerage pipes, &c. - - - -	,,
wrought - - - - - - - -	cwt.
l - - - - - - - - - -	,,
ates - - - - - - - - -	,,
d tinned wares, unenumerated - - - -	,,
Snuff manufactured in the United Kingdom, viz.:	
- - - - - - - - - -	lb.
kinds - - - - - - - - -	,,
nplements of industry other than agricultural, not mposed of iron or of steel, and not falling under ption of machinery - - - - - -	alue .
o *Agricultural Implements, Iron and Steel, and hinery.*	
- - - - - - - - - -	,,
tmanteaus, Travelling Bags, &c., viz.:	
r - - - - - - - - - -	,,
materials - - - - - - - - -	,,
bone, ivory, or wood, and turners' wares of all otherwise described - - - - - -	,,
, oil or spirit of - - - - - -	gallon.
and parasols, either complete or in framework -	value.
z.:	
on - - - - - - - - - -	gallon.
gneous acid - - - - - - - -	,,
ee *Copperas.*	
, bleached in the United Kingdom - - -	cwt.
- - - - - - - - - -	,,
ish made - - - - - - - - -	gallon.
Timber, rough or fashioned, and Wooden Wares, :	
, hewn, of all sorts - - - - - - -	load.
sawn or split, planed or dressed, of all sorts -	,,
ails - - - - - - - - - -	number.
s - - - - - - - - - -	,,
(in shooks) - - - - - - - -	pack.
ers' wares of all sorts, not otherwise described -	value.
mprehending tubs, pails, &c.)	
ng cases and boxes, empty - - - - -	,,
hether lined with metal or not.)	
les fashioned of wood, not otherwise described	,,
cept *Furniture, Frames for Pictures, and Turnery,* ich see)	
l, foreign, cut, polished, or otherwise prepared for in the United Kingdom - - - - - -	,,
den house frames, fittings, joiner's work, &c. - -	,,
:	
sh; coney and hares - - - - - -	lb.
Sheep and lambs', and fells - - - -	,,
Flocks and rag wool - - - - -	cwt.
gn, of all sorts, not otherwise described, British ssed - - - - - - - - - -	lb.

Woollen and Worsted Yarn, viz.:	
Woollen (carded) - - - - - - - -	lb.
Worsted (combed) - - - - - - - -	,,
Of mixed material (Angola, &c.) - - - -	,,
Woollen and Worsted Manufactures, viz.:	
Broadcloths; plain, all wool - - - - - -	yard and lb.
,, ,, of wool mixed with other materials	,,
,, coatings, duffels, &c., all wool - -	,,
,, ,, ,, of wool, mixed with other materials -	,,
Narrow cloths; plain, all wool - - - - -	,,
,, ,, of wool, mixed with other materials	,,
,, coatings, duffels, &c., all wool - -	,,
,, ,, ,, of wool, mixed with other materials -	,,
Worsted stuffs (combed not milled):	
All wool - - - - - - - - -	,,
Of wool mixed with other materials - - -	,,
Waistcoatings, of wool unmixed or mixed with other materials - - - - - - -	,,
Baizes, of wool unmixed or mixed with other materials - - - - - - - - -	,,
Blankets, of wool unmixed or mixed with other materials - - - - - - - - -	,,
Blanketing, of wool unmixed or mixed with other materials - - - - - - - -	,,
Flannels, of wool unmixed or mixed with other materials - - - - - - - - -	,,
Shawls, woollen and worsted, unmixed or mixed with other materials - - - - - -	number and lb.
Rugs, coverlets or wrappers, of wool unmixed or mixed with other materials - - - - -	,,
Carpets, of wool unmixed or mixed with other materials - - - - - - - -	yard and lb.
Carpet rugs, of wool unmixed or mixed with other materials - - - - - - - -	number & lb.
Druggets or felted carpeting, of wool unmixed or mixed with other materials - - - -	yard and lb.
Hosiery, woollen and worsted;	
stockings and socks, all wool - - - - -	doz. pairs & lb.
,, ,, of mixed materials, wool predominating - - -	,,
,, ,, under-clothing, shirts, drawers, pantaloons, all wool -	doz. and lb.
,, ,, underclothing, shirts, drawers, pantaloons, all wool, of mixed materials, wool predominating - - -	,,
,, ,, other kinds, of all descriptions	lb.
Small wares - - - - - - - - -	,,
See also Apparel, Haberdashery, and Caoutchouc Manufactures.	
Writing-desks, work-boxes, dressing-cases, toilet-bags, tea-caddies, &c. of whatever material - - - - -	value.
Yarn, alpaca - - - - - - - - -	lb.
—— mohair - - - - - - - - -	,,
Yeast - - - - - - - - - -	cwt.
Zinc or spelter ore - - - - - - - -	ton.
Zinc or spelter, viz.:	
Crude in Cakes - - - - - - - -	cwt.
Sheets and nails - - - - - - - -	,,
Manufactures of, not otherwise described - - -	,,
All other articles not enumerated in the foregoing list, and not properly falling under any of the general heads, viz.:	
Unmanufactured - - - - - - - -	value.
Manufactured - - - - - - - - -	,,

In every instance in which any denomination of tale, weight or measure is affixed to the name of an article in this list, the quantity of such article xhibited under that denomination, in addition to the value, which is in no case to be omitted. Where a denomination of quantity is not attached icle, the value alone is required.

re must in every case be exercised to prevent articles of Foreign Production or Manufacture from being entered as British.

CUSTOMS.

COPY of a MINUTE of the BOARD of CUSTOMS, dated the 26th day of March 1866, with regard to CUSTOMS ENTRIES of GOODS for EXPORT.

(*Mr. Crawford.*)

Ordered, by The House of Commons, *to be Printed*,
30 *April* 1866.

Under 1 *oz.*

DISTILLERS, &c.

RETURN to an Order of the Honourable The House of Commons, dated 13 June 1866;—*for*,

A RETURN "showing the Number of DISTILLERS in *England*, *Scotland*, and *Ireland* respectively, at the 31st day of December 1865, distinguishing as far as possible the Number Distilling from Malt only from those Distilling from Grain; showing also the Quantity of MALT and GRAIN SPIRITS at Proof entered for Home Consumption in *England*, *Scotland*, and *Ireland*, for the Year ending the 31st day of December of said Year; the Rate of DUTY charged thereon per Proof Gallon; and the Amount of REVENUE derived therefrom in said Year (in continuation of Parliamentary Paper, No. 264, of Session 1865)."

YEAR ended 31st day of December	Number of Distillers on 31st December, Distilling in						Quantity of Spirits on which Duty was Paid for Consumption in			Rate of Duty, per Proof Gallon.			Amount of Duty Paid in		
	England		Scotland		Ireland		England	Scotland	Ireland						
	From Malt only.	From Grain and other Materials.	From Malt only.	From Grain and other Materials.	From Malt only.	From Grain and other Materials.	From Malt and Grain.	From Malt and Grain.	From Malt and Grain.	England.	Scotland.	Ireland.	England.	Scotland.	Ireland.
							Proof Gall.	*Proof Gall.*	*Proof Gall.*	*s. d.*	*s. d.*	*s. d.*	£.	£.	£.
1865 - -	- -	8	108	8	2	21	9,182,396	7,378,931	5,258,232	10 -	10 -	10 -	4,591,202	3,689,466	2,629,117

Inland Revenue Office,
18 July 1866.

W. M. Moxon,
Chief Accountant for Excise.

DISTILLERS, &c.

RETURN showing the Number of DISTILLERS in *England*, *Scotland*, and *Ireland* respectively, at 31st December 1865, distinguishing the Number Distilling from Malt only from those Distilling from Grain; also the Quantity of MALT and GRAIN SPIRITS at Proof entered for Home Consumption in *England*, *Scotland*, and *Ireland*, for the Year ending 31st December of said Year; &c.

(*General Dunne.*)

Ordered, by The House of Commons, *to be Printed,*
24 *July* 1866.

FOREIGN SUGAR.

RETURN to an Order of the Honourable The House of Commons, dated 15 February 1866;—*for*,

A RETURN "of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1865 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported (in continuation of Parliamentary Paper, No. 236, of Session 1865)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
19 *April* 1866.

AN ACCOUNT of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1865, distinguishing Refined from Unrefined, and also the several Places from whence such Sugar was Imported.

Foreign Sugar retained for Home Consumption in the United Kingdom.

	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Unrefined Sugar Imported from—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Foreign West India Islands; viz.—																						
Cuba	28	21	154,742	349,693	496,351	192,676	372,615	617,879	369,274	807,493	1,340,820	862,931	498,773	930,192	1,267,285	1,626,082	1,259,324	1,742,650	1,933,889	1,939,885	2,251,919	2,310,474
Porto Rico	22	8	81,219	119,648	125,222	129,796	198,250	183,350	68,272	112,668	303,429	255,741	173,727	138,341	359,239	179,080	259,296	374,142	458,808	425,230	260,488	361,157
St. Croix	—	—	185	58,779	51,476	47,901	10,398	11,681	7,704	1,653	26,893	1,610	5,368	1,877	25,417	131	- -	2,906	1,679	—	—	—
Dutch Guiana	—	—	—	—	—	120	2,165	- -	3	11,412	28,403	35,440	38,577	35,865	51,100	63,287	52,057	91,136	83,336	86,376	29,210	55,438
United States of America	1	15	20	167	665	2,810	1,150	92	205	4,693	61,606	24,673	18,962	144,204	131,023	28,419	15,889	176,121	51,380	1,808	135,032	95,136
Central America	—	—	—	—	—	—	—	- -	—	- -	- -	- -	- -	81	4,420	9,272	15,953	7,956	12,845	27,476	33,838	27,777
New Granada	12	452	1,316	765	1,388	98	60	122	—	27	- -	1	- -	2	- -	2	4	53	4	179	3,852	1,066
Venezuela			3,829	1,929	1,350	5,382	2,169	1,506	33	18	101	2	81	25	- -	- -	2	—	—	—	—	—
Brazil	21	5	109,373	202,069	351,833	93,395	170,029	300,785	62,990	437,858	404,415	561,512	406,964	729,355	658,247	932,073	608,021	590,055	1,098,888	1,090,039	1,143,454	1,019,213
Bourbon	—	—	—	—	—	—	—	- -	—	- -	- -	1,355	- -	- -	- -	- -	3,099	7,221	—	—	—	—
Siam	—	—	—	8,724	4,803	14	9	- -	—	3	- -	- -	- -	11,925	8,939	30,511	46,427	26,411	15,001	10,459	—	1,899
Java	—	15,313	73,956	113,909	53,609	10,869	51,009	17,449	11,028	18,794	110,068	78,504	10,127	23,813	27,552	100,661	128,212	80,121	73,816	3,726	19,996	—
Philippine Islands	3	59,013	76,305	63,187	99,933	1,323	64,518	87,782	28,687	80,001	129,975	376,864	187,281	392,760	149,140	300,048	426,871	306,828	285,985	326,136	503,623	342,274
China	—	2,158	37,513	41,836	24,318	1,089	2,600	107	2,888	4,348	759	5	3,148	30,848	39,512	10,596	15,300	8,175	14,394	2,254	671	60
Hanseatic Towns	—	—	—	1	1	4	2,177	218	106	1	351	1,318	1,121	6,595	2,057	2,996	1,339	212	12,214	516	27,092	78,160
Holland	—	—	4,106	—	1,448	22	7,405	27,549	28,737	1,110	2	7,685	39,726	12,888	460	374	93,921	41,158	54,497	20,340	14,487	25,083
Belgium	—	—	566	752	133	2	—	- -	—	44	- -	10,396	221	1,192	8,948	21,195	14,502	- -	64,767	83,514	54,936	122,710
Channel Islands	—	—	77	—	—	3,536	9,540	90,040	77,386	29,034	17,712	213	447	31	- -	2	70	- -	50	—	457	73
France	—	—	—	118	—	—	3,869	22,584	17,806	4,312	4,680	92,839	204,534	142,388	354,848	202,808	530,002	80,615	292,344	228,595	161,243	406,305
Portugal	—	—	—	—	—	1	1	15	—	737	- -	3,587	21,617	2,928	5,362	1,259	- -	5	3,265	7,377	21,874	2,737
Italy—Austrian Territories	—	—	—	—	—	3	—	422	42	- -	2	5,536	- -	1	- -	- -	1,172	—	—	—	—	—
British North American Colonies	1	5	5,121	1,354	4,061	4,067	1,281	5,640	376	7,722	3,808	—	—	—	—	—	—	—	—	—	—	—
Other Parts (except the British Possessions specified below)	4	4	38	1,528	321	143	3,135	1,301	38	311	1,256	1,222	8,076	10,861	23,578	4,066	24,487	12,242	1,684	20,201	13,146	27,045
	92	76,994	548,366	964,459	1,216,912	493,251	902,380	1,368,522	675,575	1,522,239	2,434,280	2,321,434	1,618,750	2,616,172	3,117,127	3,512,862	3,495,948	3,548,007	4,458,846	4,274,111	4,675,318	4,876,607
British West Indies, British Guiana, and Mauritius	4	1	2,893	2,741	1,594	1,219	2,096	10,317	5,587	9,341	4,976	—	—	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies	2	312	51,480	6,819	2,458	2,008	3,919	201	1,364	398	35	—	—	—	—	—	—	—	—	—	—	—
Aggregate of Unrefined Sugar Retained for Home Consumption	98	77,307	602,739	974,019	1,220,964	496,478	908,395	1,379,040	682,526	1,531,978	2,439,291	2,321,434	1,618,750	2,616,172	3,117,127	3,512,862	3,495,948	3,548,007	4,458,846	4,274,111	4,675,318	4,876,607
Refined Sugar and Sugar Candy Imported from—																						
Foreign West India Islands; viz.—																						
Cuba	—	—	13,583	16,073	934	22	70	100	32	86	5,973	1,614	58	33	1,151	304	269	189	79	104	9,147	1,891
St. Croix	—	—	—	147	3	70	—	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brazil	—	—	2	199	12	18	6	3	11	3	15	10	30	30	17	13	24	9	7	9	7	6
Hanseatic Towns	—	—	10	331	476	233	579	461	1,119	287	887	24	96	37	436	139	83	78	133	4	390	19
Holland	2	12	7	16	23,377	12,958	92,798	233,016	214,258	142,739	189,388	162,628	127,103	152,826	86,173	120,833	121,324	147,036	144,714	93,339	508,073	448,078
Belgium	—	9	—	10	420	1,864	7,133	59,590	50,372	60,280	86,857	106,087	87,089	135,445	122,671	85,556	92,348	83,356	57,586	46,680	40,995	38,568
Channel Islands	—	—	—	—	—	65	136	1,096	778	75	475	123	49	- -	189	- -	1	13	1	2	3	—
France	—	—	—	—	3	8	245	7,561	2,218	273	9,892	7,360	41,989	9,109	44,654	34,697	50,215	12,007	64,345	108,648	232,591	221,237
Other Parts (exclusive of the British Possessions specified below)	3	6	7	15	25	30	310	301	125	47	159	51	196	71	623	56	245	81	52	218	3,214	2,181
	5	27	13,609	16,791	25,250	15,268	101,277	302,132	268,913	203,790	293,646	277,897	256,601	297,551	255,914	241,598	264,509	242,769	266,917	249,004	794,420	711,980
British West Indies, British Guiana, and Mauritius	—	—	—	—	1	1	1	1	13	4	3	—	—	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies	1	—	1	4	15	8	11	22	14	20	25	—	—	—	—	—	—	—	—	—	—	—
Aggregate of Refined Sugar and Sugar Candy Retained for Home Consumption	6	27	13,610	16,795	25,266	15,277	101,289	302,155	268,940	203,814	293,674	277,897	256,601	297,551	255,914	241,598	264,509	242,769	266,917	249,004	794,420	711,980

AN ACCOUNT of the Quantity of Foreign Sugar Entered for Home Consumption during each Year, from 1844 to 1865, distinguishing Refined from Unrefined, &c.—*continued.*

	Foreign Sugar retained for Home Consumption in the United Kingdom.																				
	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Foreign Sugar of all Sorts collectively, Imported from—																						
Foreign West India Islands; viz.:—	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*	*Cwt.*
Cuba	28	21	168,325	365,766	497,285	192,698	372,685	617,979	369,306	807,579	1,346,793	864,545	498,831	930,225	1,268,436	1,626,386	1,259,593	1,742,839	1,933,968	1,939,989	2,261,066	2,312,365
Porto Rico	22	8	81,219	119,648	125,222	129,796	198,250	183,350	68,272	112,668	303,429	255,741	173,727	138,341	359,239	179,080	259,296	374,142	458,808	425,230	260,488	361,157
St. Croix	—	—	185	58,926	51,479	47,971	10,398	11,685	7,704	1,653	26,893	1,610	5,368	1,877	25,417	131	— —	2,906	1,679	—	—	—
Dutch Guiana	—	—	—	—	—	120	2,165	— —	3	11,412	28,403	35,440	38,577	35,865	51,100	63,287	52,057	91,136	83,336	86,376	29,210	55,438
United States of America	1	15	20	167	665	2,810	1,150	92	205	4,693	61,606	24,673	18,962	144,204	131,023	28,419	15,889	176,121	51,380	1,808	135,032	95,136
Central America	—	—	—	—	—	—	— —	— —	—	— —	— —	— —	— —	81	4,420	9,272	15,953	7,956	12,845	27,476	33,838	27,777
New Granada	12	452	1,316	765	1,388	98	60	122	—	27	— —	1	— —	2	— —	2	4	53	4	179	3,852	1,066
Venezuela			3,829	1,929	1,350	5,382	2,169	1,506	33	18	101	2	81	25	— —	— —	2	—	—	—	—	—
Brazil	21	5	109,375	202,268	351,845	93,413	170,035	300,788	63,001	437,861	404,430	561,522	406,994	729,385	658,264	932,086	608,045	590,064	1,098,895	1,090,048	1,143,461	1,019,219
Bourbon	—	—	—	—	—	—	— —	— —	—	— —	— —	1,355	— —	— —	— —	— —	3,099	7,221	—	—	—	—
Siam	—	—	—	8,724	4,803	14	9	— —	—	3	— —	— —	— —	11,925	8,939	30,511	46,427	26,411	15,001	10,459	— —	1,899
Java	—	15,313	73,956	113,909	53,609	10,869	51,009	17,449	11,028	18,794	110,068	78,504	10,127	23,813	27,552	100,661	128,212	80,121	73,816	3,726	19,996	—
Philippine Islands	3	59,013	76,305	63,187	99,933	1,323	64,518	87,782	28,687	80,001	129,975	376,864	187,281	392,760	149,140	300,048	426,871	306,828	285,985	326,136	503,623	342,274
China	—	2,158	37,513	41,836	24,318	1,089	2,600	107	2,888	4,348	759	5	3,148	30,848	39,512	10,596	15,300	8,175	14,394	2,254	671	60
Hanseatic Towns	—	—	10	332	477	237	2,756	679	1,225	288	1,238	1,342	1,217	6,632	2,493	3,135	1,422	290	12,347	520	27,482	78,179
Holland	2	12	4,113	16	24,825	12,980	100,203	260,565	242,995	143,849	189,390	170,313	166,829	165,714	86,633	121,207	215,245	188,194	199,211	113,679	522,560	473,161
Belgium	—	9	566	762	553	1,866	7,133	59,590	50,372	60,324	86,857	116,483	87,310	136,637	131,619	106,751	106,850	83,356	122,353	130,194	95,931	161,278
Channel Islands	—	—	77	—	—	3,601	9,676	91,136	78,164	29,109	18,187	336	496	31	189	2	71	13	51	2	460	73
France	—	—	—	118	3	8	4,114	30,145	20,024	4,585	14,572	100,199	246,514	151,497	399,502	237,505	580,217	92,622	356,689	337,243	393,834	627,542
Portugal	—	—	—	—	—	1	1	15	—	737	— —	3,587	21,617	2,928	5,362	1,259	— —	5	3,265	7,377	21,874	2,737
Italy—Austrian Territories	—	—	—	—	—	3	— —	422	42	— —	2	5,536	— —	1	— —	— —	1,172	—	—	—	—	—
British North American Colonies	1	5	5,121	1,354	4,061	4,067	1,281	5,640	376	7,722	*3,808	—	—	—	—	—	—	—	—	—	—	—
Other Parts (except the British Possessions specified below)	7	10	45	1,543	346	173	3,445	1,602	163	358	1,415	1,273	8,272	10,932	24,201	4,122	24,782	12,323	1,736	20,419	16,360	29,226
	97	77,021	561,975	981,250	1,242,162	508,519	1,003,657	1,670,654	944,488	1,726,029	2,727,926	2,599,331	1,875,351	2,913,723	3,373,041	3,754,460	3,760,457	3,790,776	4,725,763	4,523,115	5,469,738	5,588,587
British West Indies, British Guiana, and Mauritius	4	1	2,893	2,741	1,595	1,220	2,097	10,318	5,600	9,345	*4,979	—	—	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies	3	312	51,481	6,823	2,473	2,016	3,930	223	1,378	418	*60	—	—	—	—	—	—	—	—	—	—	—
Aggregate of Sugar of all Sorts Retained for Home Consumption	104	77,334	616,349	990,814	1,246,230	511,755	1,009,684	1,681,195	951,466	1,735,792	2,732,965	2,599,331	1,875,351	2,913,723	3,373,041	3,754,460	3,760,457	3,790,776	4,725,763	4,523,115	5,469,738	5,588,587

* Since the equalization of the Duties on 5th July 1854, the origin of Sugar imported into the United Kingdom, being no longer directly authenticated by the entry at the Custom House, can only be inferred from the place of shipment. Such quantities of Foreign Sugar therefore as, subsequently to the date above mentioned, may have been imported from the British Possessions Abroad, have not been identified as Foreign, and are not included in the foregoing Return of Consumption.

Office of the Inspector General of Imports and Exports,
Custom House, London, 18 April 1866.

John A. Messenger.

FOREIGN SUGAR.

AN ACCOUNT of the Quantity of FOREIGN SUGAR Entered for Home Consumption during each Year, from 1844 to 1865 inclusive; distinguishing Refined from Unrefined; and also the several Places from whence such Sugar was Imported.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
19 *April* 1866.

Under 1 *oz.*

GAS COMPANIES.

RETURN to an Address of the Honourable The House of Commons, dated 21 February 1866;—*for*,

"RETURN or STATEMENT, from every GAS COMPANY established by ACT of PARLIAMENT in the UNITED KINGDOM, stating the several Acts of Parliament under which Established; the Rates per 1,000 Cubic Feet at which such Company or Corporation have supplied GAS in the Years 1864 and 1865, and the Average Price of the COAL used by the Company in each Year for the same Period; also, stating the Amount of FIXED CAPITAL invested by each Gas Company, and the Rate per Cent. of Dividend to the Shareholders or Proprietors on their Shares in each Year (in continuation of Parliamentary Paper, No. 55, of Session 1865)."

(*Captain Gridley.*)

Ordered, by The House of Commons, *to be Printed*,
7 *August* 1866.

RETURN or STATEMENT, from every GAS COMPANY established by ACT of PARLIAMENT in the UNITED KINGDOM, stating the several Acts of Parliament under which Established; the Rates per 1,000 Cubic Feet at which such Company or Corporation have supplied GAS in the Years 1864 and 1865, and the Average Price of the COAL used by the Company in each Year for the same Period; also, stating the Amount of FIXED CAPITAL invested by each Gas Company, and the Rate per Cent. of Dividend to the Shareholders or Proprietors on their Shares in each Year.

ENGLAND AND WALES.

METROPOLITAN GAS LIGHT COMPANIES.

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
Brentford Gas Company -	- - 1 & 2 Geo. 4, c. 69; 5 & 6 Vict. c. 78; 11 & 12 Vict. c. 39; and 21 Vict. c. 44.	1864 - -	5*s.* 6*d.* and 5*s.* - - - - - -	*s.* *d.* 14 11	£. *s.* *d.* - - Loans on bond, at 5 and 4½ per cent. interest, 38,850 *l.* Shares paid up and stock: 89,700 *l.* stock - 9,216 *l.* A shares - 45,305 *l.* preference shares - -	average 7 per cent.	
		1865 - -	5*s.* 3*d.* and 4*s.* 9*d.* - - - - -	15 8	- - Loans on bond, at 5 and 4½ per cent. interest, 39,600 *l.* Shares paid up and stock: 89,700 *l.* stock - 21,968 *l.* A shares - 46,388 *l.* preference shares - -	average 7 per cent.	
Chartered Gas Light and Coke Company.	- - 50 Geo. 3, c. 163; 56 Geo. 3, c. 87; 59 Geo. 3, c. 20; and 4 Geo. 4, c. 119.	1864 - -	4*s.* 6*d.* and 6*s.* - - - - -	17 -½ including Boghead and Cannel.	780,000 - -	- - 10 per cent. and 1¾ for arrears.	
		1865 - -	4*s.* 6*d.* and 6*s.* - - - - -	17 7¾ including Boghead and Cannel.	780,000 - -	- - 10 per cent. and 1¾ for arrears.	
City of London Gas Light and Coke Company.	22 & 23 Vict. c. 52 - -	1864 - -	4*s.* 6*d.* common, and 6*s.* cannel - -	15 5¼	380,000 - -	- - 10 *l.* on 280,000 *l.*, and 4 *l.* on 100,000 *l.*	
		1865 - -	4*s.* 6*d.* common, and 6*s.* cannel (*a*) - -	15 4¼	380,000 - -	- - 10 *l.* on 280,000 *l.*, and 4 *l.* on 100,000 *l.*, and 3 *l.* per cent. for arrears in 1860 on 240,110 *l.*, part of the	(*a*) Pursuant to notice given on the 9th of February 1865 to the Commissioners of Sewers of the City of London, the price of common gas was reduced to 4*s.* per 1,000 cubic feet at Christmas last, and that of the cannel to

					415,279 *l.*	With the excess, over 10 *l.* per cent. paid in the years 1861, 1862, and 1863, the balance of back dividends, authorised by 23 & 24 Vict. c. 125.
		1865 - -	- - 4 *s.* 5 *d.* until 31st March 1865, when the back dividends, authorised by 23 & 24 Vict. c. 125, having been paid, the price was reduced to 4 *s.*	17 3	450,000 - - Paid up capital, 437,190 *l.*	10 per cent.
Croydon Commercial Gas and Coke Company.	10 & 11 Vict. c. 124 - -	1864 - -	5 *s.* - - - - - - - - -	14 -	34,120 - -	7½ per cent.
		1865 - -	4 *s.* 9 *d.* - - - - - - -	14 9	40,000 - -	7½ per cent.
Crystal Palace District Gas Company.	- - 21 & 22 Vict. c. 129 (23rd July 1858); and Amendment, 28 Vict. c. 32 (26th May 1865).	1864 - -	- - 3 *s.* 9 *d.* Crystal Palace Company; 4 *s.* purveyors to Crystal Palace Company; 4 *s.* 6 *d.* large consumers; 4 *s.* 10 *d.* general consumers.	18 6	100,000 - -	- - 10 per cent. on 50,000 *l.*, and 6 per cent. on 50,000 *l.*
		1865 - -	- - 3 *s.* 8 *d.* Crystal Palace Company; 3 *s.* 11 *d.* purveyors to Crystal Palace Company; 4 *s.* 5 *d.* large consumers; 4 *s.* 8 *d.* general consumers.	18 5¼	110,000 - -	- - 10 per cent. on 50,000 *l.*; 6 per cent. on 50,000 *l.*; and 7 per cent. on 10,000 *l.*, from 11th August.
Equitable Gas Light Company.	5 Vict., Sess. 2, c. 36 - -	1864 - -	6 *s.* cannel, 4 *s.* 6 *d.* common - - -	14 9 Newcastle; 23 11 Cannel; 46 9 Boghead.	284,000 - -	10 per cent. (*b*) -
		1865 - -	- - 6 *s.* and 5 *s.* 6 *d.* cannel, 4 *s.* 6 *d.* and 4 *s.* common.	14 9¾ Newcastle; 27 3¾ Cannel; 48 4 Boghead.	300,000 - -	10 per cent. (*b*)
Great Central Gas Consumers' Company.	- - 7 & 8 Vict. c. 110; 14 & 15 Vict. c. 69; and 23 & 24 Vict. c. 125.	1864 - -	4 *s.* 6 *d.* - - - - - - - -	14 2¼	- - 185,400 *l.* shares; 66,000 *l.* debentures.	10 per cent.
		1865 - -	4 *s.* 6 *d.* - - - - - - - -	14 9¼	- - 200,000 *l.* shares; 66,000 *l.* debentures.	10 per cent.
Hornsey Gas Company -	- - Joint Stock Companies' Act, 1856.	1864 - -	6 *s.* - - - - - - - - -	15 6	10,000 *l.* nominal; 7,700 *l.* paid up -	4 and 4½ per cent.
		1865 - -	6 *s.* - - - - - - - - -	15 6		6 per cent.
Imperial Gas Light and Coke Company.	- - 1 & 2 Geo. 4, c. 117; 4 Geo. 4, c. 95; 10 Geo. 4, c. 12; and 17 Vict. c. 55.	1864 - -	4 *s.* 6 *d.*, maximum - - - - -	15 9	- - 1,202,500 *l.* shares; 12,815 *l.* calls antieipated; 254,000 *l.* debentures.	10 per cent.
		1865 - -	- - 4 *s.* 6 *d.*, maximum, to 30th June; and from 30th June, 4 *s.*	16 -½	- - 1,300,000 *l.* shares; 403,000 *l.* debentures.	10 per cent.

(*b*) And 5¼ per cent. arrears on former dividends to the extent authorised by the Metropolis Gas Act, 1860, but not making up the whole of the last six years' arrears by 22,000 *l.*, no further arrears being now payable.

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued*.

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
METROPOLITAN GAS LIGHT COMPANIES—*cont*^{d}.				*s.* *d.*	£. *s.* *d.*		
Independent Gas Light and Coke Company.	-- 10 Geo. 4, c. 108; 27 & 28 Vict. c. 162.	1864 - -	4*s.* - - - - - - - - -	16 2	255,000 - -	-- 10 per cent. on original shares.	
		1865 - -	-- To Lady-day, 4*s.*; to Michaelmas, 3*s.* 9*d.*; and since Michaelmas, 3*s.* 4*d.*	16 5	255,000 - -	-- 10 per cent. on original shares; 7½ per cent. on new shares.	
London Gas Light Company.	-- 7 & 8 Vict. c. 95; 12 & 13 Vict. c. 37; 15 Vict. c. 82; 20 & 21 Vict. c. 73.	1864 - -	4*s.* 6*d.* and 5*s.* common; 6*s.* cannel - -	31 6	552,245 - -	-- 6*l.* on 195,556*l.*, 5*l.* on 11,828*l.*, and 10*l.* on 340,245*l.*	Borrowing power, about 100,000*l.*
		1865 - -	4*s.* 6*d.* and 5*s.* common; 6*s.* cannel - -	32 10	562,585 - -	-- 6*l.* on 197,322*l.*, 5*l.* on 11,702*l.*, and 10*l.* on 349,050*l.*	
Phœnix Gas Light and Coke Company.	-- 5 Geo. 4, c. 78; 8 Vict. c. 16, in part, to s. 64; 10 Vict. c. 15; 23 & 24 Vict. c. 125; 27 & 28 Vict. c. 159.	1864 - -	Town, 4*s.* 3*d.*; country, 4*s.* 9*d.* - -	14 10	£. Fixed Capital 540,000 36,000 144,000 Bonds - 39,000 Total - 759,000	-- 10 per cent. per annum, and 1½ per cent. arrears of 1858. 7½ per cent. per ann. 5 per cent. per ann. 5 per cent. per ann.	
		1865 - -	Town, 4*s.*; country, 4*s.* 3*d.* - - -	15 3	Fixed Capital 540,000 54,000 144,000 Bonds - 114,836 Total - 852,836	10 per cent. per ann. 7½ per cent. per ann. 5 per cent. per ann. 5 per cent. per ann.	
Ratcliff Gas Light and Coke Company.	-- 4 Geo. 4, c. 98; The Ratcliff Gas Act, 1855.	1864 - -	4*s.* 6*d.* - - - - - - - -	15 7	90,000 - -	-- 10*l.*, and 6*l.* 5*s.* arrears out of an accumulation of undivided balances.	
		1865 - -	4*s.* 6*d.* - - - - - - - -	15 8½	100,000 - - (Exclusive of the borrowed monies.)	-- 10*l.*, and 1*l.* 15*s.* 5*d.* arrears.	
South Metropolitan Gas Light and Coke Company.	5 Vict. c. 79; 28 & 29 Vict. -	1864 - -	4*s.* to Midsummer, then 3*s.* 8*d.* - -	15 4	200,000 - -	10 per cent.	
		1865 - -	3*s.* 8*d.* to Midsummer, then 3*s.* 4*d.* - -	15 4	200,000 - -	10 per cent.	
Surrey Consumers' Gas Company.	-- 17 & 18 Vict. c. 94; 18 & 19 Vict. c. 186; 26 Vict. c. 37.	1864 - -	4*s.* 6*d.* - - - - - - - -	15 6	150,000 - -	-- 10 per cent., and 4 per cent. for back dividends.	
		1865 - -	4*s.* 6*d.* - - - - - - - -	15 3	100,000 - -	-- 10 per cent., and 2 per cent. for back dividends.	
United General Gas Light	By Royal Charter, March 1831	1864 - -	4*s.* 9*d.* - - - - - - - -	16 7	450,000 - -	4¾ per cent.	

pany.	1857; and Victoria Docks Gas Extension Act, 1861.		20,000 - - 40,000 - 4 10 40,000 - - 80,000 - 4 8 80,000 - - 160,000 - 4 6 160,000 - - 320,000 - 4 4 320,000 - - 640,000 - 4 2 640,000 - - 1,280,000 - 4 - 1,280,000 - - 2,560,000 - 3 10 2,560,000 - - 5,120,000 - 3 8 5,120,000 - - - - - 3 6				
		1865 - -	- - - - 20,000 - 5 - 20,000 - - 40,000 - 4 10 40,000 - - 80,000 - 4 8 80,000 - - 160,000 - 4 6 160,000 - - 320,000 - 4 4 320,000 - - 640,000 - 4 1 640,000 - - 1,280,000 - 3 8 1,280,000 - - - - - 3 6	15 6¼	50,000 - -	6 per cent.	
Wandsworth and Putney Gas Light and Coke Company.	- - The Wandsworth and Putney Gas Act, 1856; The Wandsworth and Putney Gas Act, 1866.	1864 and 1865	- - 5 *s.* 6 *d.*, with 6 *d.* per 1,000 feet off for payment in a month, the price being practically, therefore, 5 *s.*	- (*a*) -	- - 30,000 *l.*, and 2,200 *l.* borrowed.	7½ per cent. per ann.	(*a*) The Company cannot supply this information, the works being conducted by their lessee, under a lease granted under the powers of the Act of 1856.
Woolwich Equitable Gas Company.	- - 18 & 19 Vict. (September 1854-55).	1864 - -	4 *s.* 6 *d.* - - - - - - - -	19 6 Ordinary and Cannel.	18,000 - -	10 per cent.	
		1865 - -	4 *s.* 6 *d.* - - - - - - - -	19 4 Ordinary and Cannel.	18,000 - -	10 per cent.	
Woolwich, Plumstead, and Charlton Consumers' Gas Company.	- - 1. An Act for incorporating the Woolwich, Plumstead, and Charlton Consumers' Gas Company, dated 26th April 1855, which Act included the Act of the 8th May 1845, intituled, "An Act for consolidating in one Act certain provisions usually inserted in Acts with respect to the constitution of Companies incorporated for carrying on undertakings of a public nature." Also the Act of the 23rd April 1847, intituled, "An Act for consolidating in one Act certain provisions usually contained in Acts authorizing the making of gasworks for supplying towns with gas." 2. An Act to enable the Woolwich, Plumstead, and Charlton Consumers' Gas Company to raise a further sum of money, dated 29th April 1862.	1864 - -	4 *s.* 6 *d.* (*b*) - - - - - -	19 10 Ordinary and Cannel.	38,000 - -	- - On 12,000 *l.*, which constituted the capital paid up on the original shares, 10 per cent. per annum; and on the remaining 26,000 *l.*, which constituted the capital paid up on the second and third issues of shares, 7½ per cent. per annum were paid.	(*b*) The Company made no charge for the use of meters.
		1865 - -	4 *s.* 6 *d.* (*b*) - - - - - -	19 7 Ordinary and Cannel.	38,000 - -		

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued.*

ENGLAND AND WALES.—PROVINCIAL GAS COMPANIES.

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year per Ton.	Amount of Fixed Capital.	Rate per Cent of Dividend in each Year.	REMARKS.
				s. *d.*	£. *s.* *d.*		
Accrington Gas and Water-works Company.	Accrington Gas and Water-works Company's Act, 1854 and 1863.	1864	- - - - - - - - - -	14 –	103,554 17 9½	6 per cent.	
		1865	- - - - - - - - - -	14 –	115,811 13 3	6½ per cent.	
Ashton Gas Company -	Ashton Gas Act, 1847 - -	1864	4 *s.* small consumers; 3 *s.* 2 *d.* large consumers.	9 10½ including carriage.	60,000 – –	10 per cent. upon old capital, but only about 5 per cent. on new capital.	
		1865	4 *s.* small consumers; 3 *s.* 2 *d.* large consumers.	11 9 including carriage.	60,000 – –	ditto.	
Bangor Water and Gas-works.	16 Vict. Sess. 1852-53, and 17 & 18 Vict. Sess. 1854.	1864 and 1865	6 *s.* - - - - - - - - -	18 –	26,500 – – (*a*)	7½ per cent., free of income tax.	(*a*) The works being for water and gas the capital paid up for both is 26,500 *l.*; no separate accounts of each have been kept.
Barnsley Gas Company -	15 Vict. c. 8, intituled "The Barnsley Gas Act."	1864 and 1865	3 *s.* 9 *d.* - - - - - - -	5 –	19,800 – –	10 per cent.	
Bath Gas Light and Coke Company.	58 Geo. 3, Sess. 1818; 19 & 20 Vict. Sess. 1856; 28 Vict. Sess. 1865; incorporated with The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Amendment Act, 1860; The Gasworks Clauses Act, 1847; The Railway Clauses Consolidation Act, 1845; and Sections, in Part 1, of The Railway Clauses Consolidation Act, 1863, headed "Junctions."	1864	3 *s.* 9 *d.* - - - - - - -	11 3	85,000 – –	8 on 40,000 *l.*, and 7 on 45,000 *l.*	
		1865	3 *s.* 9 *d.* - - - - - - -	12 6	95,000 – –	8 on 40,000 *l.*, and 7 on 55,000 *l.*	
Beccles Water and Gas Company.	The Beccles Water and Gas Act, 1854.	1864	5 *s.* 6 *d.* to all consumers, public as well as private.	15 5½	7,100 – –	4½ per cent.	
		1865	ditto - - ditto - - -	15 3¼	7,100 – –	5 per cent.	
Bilston Gas Light and Coke Company.	9 & 10 Vict. (Sess. 1846) -	1864 and 1865	Under 50,000 per annum, 4 *s.*; 50,000 and under 100,000, 3 *s.* 6 *d.*; 100,000 and upwards, 3 *s.*	11 6	25,000 – –	8 per cent.	
Bingley Gas Light Company.	The Bingley Gas Act, 1847, includes The Companies Clauses Consolidation Act, 1845, and The Gasworks Clauses Act, 1847.	1864	5 *s.* - - - - - - - -	9 3	10,665 – –	7 per cent.	
		1865	5 *s.* - - - - - - - - With the following Scale of Discounts: From 5 *l.* and under 15 *l.* - 5 per cent. „ 15 *l.* „ 25 *l.* - 7½ „ „ 25 *l.* „ 35 *l.* - 10 „ „ 35 *l.* „ 50 *l.* - 15 „ „ 50 *l.* „ 75 *l.* - 20 „	9 –	10,665 – –	7 per cent.	

			in other places.		£.		
Birmingham Gas Light and Coke Company.	- - 59 Geo. 3, c. 68; and 18 Vict. c. 48.	1864 - -	2 *s.* 8 *d.*, 3 *s.*, and 3 *s.* 4 *d.*, with 5 per cent. -	11 11½	Share capital, 224,200 Loan capital - 47,650 £. 271,850	- - 9 per cent. on old capital, 7½ on new capital, and 4 and 4½ per cent. on loan capital.	(*c*) The amount of share capital fixed by Act of Parliament is 187,687 *l.* 10 *s.*, of which 124,226 *l.* 10 *s.* was invested on 31st December 1865.
		1865 - -	2 *s.* 6 *d.*, 2 *s.* 9 *d.*, and 3 *s.*, with 5 per cent. -	11 10	Share capital, 248,400 Loan capital - 40,950 £. 289,350	- - ditto.	
Birmingham and Staffordshire Gas Light Company.	- - 6 Geo. 4, c. 79 (1825); repealed 1845; 8 & 9 Vict. c. 66 (1845), authorised capital 320,400 *l.*, all invested; 21 Vict. c. 1 (1858), authorised capital 350,000 *l.*, 100,000 *l.* invested; 27 & 28 Vict. c. 239 (1864).	1864 - -	Under 25,000 per quarter - - 3 *s.* 4 *d.* 25,000 and under 100,000 - - 3 *s.* 100,000 and upwards - - - 2 *s.* 9 *d.* (Subject to a discount of 5 per cent.)	- -	- - - -	- - 10 per cent. under Act 8 & 9 Vict. c. 66, and 7½ per cent. under Act 21 Vict. c. 1.	
		1865 - -	Under 25,000 per quarter - - 3 *s.* 25,000 and under 100,000 - - 2 *s.* 9 *d.* 100,000 and upwards - - - 2 *s.* 6 *d.* (Subject to a discount of 5 per cent.)	- -	- - - -	- - ditto.	
Blackburn Gas Light Company.	1838, 1853, and 1860 - -	1864 - -	3 *s.* 9 *d.* to 4 *s.* - - - - - - -	14 – Wigan Cannel only.	- - Original and A shares, 90,000 *l.*; B shares, 32,736 *l.*	- - A shares, 9½ per cent.; B shares, 7½ per cent.	
		1865 - -	3 *s.* 9 *d.* to 4 *s.* - - - - - - -	14 – Wigan Cannel only.	- - Original and A shares, 90,000 *l.*; B shares, 41,664 *l.*	- - A shares, 10 per cent.; B shares, 7½ per cent.	
Bolton Gas Company -	- - The Bolton Gas Acts, 1854 and 1864; 17 & 18 Vict. c. 20; and 27 & 28 Vict. c. 137; with which are incorporated 8 & 9 Vict. cc. 16 & 18, and 10 & 11 Vict. c. 15.	1864 - -	- - 3 *s.* 6 *d.* in the borough; 3 *s.* 6 *d.* to 5 *s.* out of the borough.	15 6 Cannel.	187,687 10 – (*c*)	- - 10 per cent. on old shares, and 6½ per cent. on new.	
		1865 - -	- - 3 *s.* 6 *d.* in the borough; 3 *s.* 6 *d.* to 5 *s.* out of the borough.	14 6 Cannel.	187,687 10 – (*c*)	- - ditto.	
Boston Gas Light and Coke Company.	- - 6 Geo. 4 (1825), original capital 8,000 *l.*; and 19 Vict. (1856), capital increased to 20,000 *l.*	1864 - -	4 *s.* - - - - - - - - -	13 10½	20,000 – –	8½ per cent.	
		1865 - -	4 *s.* - - - - - - - - -	13 7¾	20,000 – –	8½ per cent.	
Bradford Gas Light Company.	- - 3 Geo. 4, c. 6; and 8 & 9 Vict. c. 12.	1864 - -	3 *s.* 4 *d.* to 2 *s.* 8 *d.* - - - - -	9 11¾	55,000 – –	10 per cent.	
		1865 - -	3 *s.* 4 *d.* to 2 *s.* 8 *d.* - - - - -	9 10½	55,000 – –	10 per cent.	
		From 1 July	3 *s.* to 2 *s.* 5 *d.* - - - - - -	—	—	—	
Bridgwater Gas Light Company.	4 Will. 4 (Sess. 1834) - -	1864 - -	5 *s.* - - - - - - - - -	13 3	10,000 – –	7½ per cent.	
		1865 - -	5 *s.* - - - - - - - - -	12 3	10,000 – –	7½ per cent.	
Brierley Hill District Gas Light Company.	- - 12 Vict. (11th May 1849); and 28 & 29 Vict. (2nd June 1865).	1864 - -	4 *s.* 7 *d.* - - - - - - - -	11 9	8,000 – –	10 per cent.	
		1865 - -	4 *s.* 7 *d.* - - - - - - - -	11 6	11,750 – –	7½ per cent.	
Brighton and Hove General Gas Company.	- - 2 & 3 Vict. c. 28; 6 & 7 Vict. c. 21; 17 & 18 Vict. c. 42.	1864 -	To June 1864 - - - - 5 *s.* From June 1864 to March 1865 - 4 *s.* 9 *d.* „ March to June 1865 - - 4 *s.* 6 *d.*	16 3	96,700 – –	10 per cent.	
		1865 -	„ June to December 1865 - 4 *s.* 3 *d.* „ December 1865 - - - 4 *s.*	16 7	100,000 – –	10 per cent.	
Bristol United Gas Light Company.	- - The Bristol United Gas Light Company's Act, 1853.	1864 and 1865	3 *s.* 6 *d.* - - - - - - - -	8 6	200,000 – –	9½ per cent.	

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued.*

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
ENGLAND AND WALES—Provincial Gas Companies—*continued.*				*s. d.*	£. *s. d.*		
British Gas Light Company (Limited): Sculcoates and Kingston-upon-Hull Station.	21 Vict. c. 17 - - -	1864 - -	4 *s.*, and discounts - - - - - -	9 7	- - 57,624 *l.* at 10 per cent.	- - 10 per cent. and 7½ per cent. on respective capitals.	
		1865 - -	4 *s.* and 3 *s.* 9 *d.*, and discounts - - -	9 9	- - 42,376 *l.* at 7½ per cent.	- - ditto.	
Norwich Station -	21 & 22 Vict. c. 79 - -	1864 - -	4 *s.*, and discounts - - - - - -	13 2	- - 40,000 *l.* at 10 per cent.	6¾ per cent., average.	
		1865 - -	4 *s.* and 3 *s.* 9 *d.*, and discounts - - -	13 10	- - 60,000 *l.* at 7½ per cent.	8 per cent., average.	
Staffordshire Potteries Station.	21 Vict. c. 33 - - -	1864 - -	4 *s.* 3 *d.* and 4 *s.*, and discounts - - -	8 5	- - 42,610 *l.* at 10 per cent.	- - 10 per cent. and 7½ per cent. on respective capitals.	
		1865 - -	3 *s.* 6 *d.*, and discounts - - - - -	9 –	- - 30,000 *l.* at 7½ per cent.	4½ per cent., average.	
Burnley Corporation -	- - Burnley Improvement Act, 1854, under which the works of the Burnley Gas Light Company, incorporated by 7 Geo. 4, c. 36, were transferred to the then Burnley Improvement Commissioners, now represented by the Corporation of Burnley.	1864 - -	3 *s.* 6 *d.*, the maximum price fixed by the Act	9 6	51,326 - -	2,600 *l.* } Annual Net Profit.	
		1865 - -	- - ditto - - ditto - - - -	9 6	51,326 - -	2,800 *l.* } Annual Net Profit.	
Burslem and Tunstall Gas Company.	20 & 21 Vict. c. 59 - -	1864 - -	4 *s.* 6 *d.* - - - - - - - -	10 –	- - Capital invested, 20,800 *l.*; borrowed, at 4¾ per cent., 4,000 *l.*	- - On 8,000 *l.* (old shares), 10 per cent.; on 12,800 *l.* (new shares), 7½ per cent.	
		1865 - -	4 *s.* - - - - - - - - - (10 per cent. upon consumptions of 20,000 feet, and to all manufacturers whose factories are fully lighted).	10 –	- - Capital invested, 22,546 *l.*; borrowed, at 5 per cent., 5,750 *l.*	- - On 8,000 *l.* (old shares), 10 per cent.; on 14,546 *l.* (new shares), 7½ per cent.	
Bury (Lancashire) Gas Works. (*a*)	- - Bury Gas Act, 1857; and Bury Gas Act, 1866.	1864 - -	- - 3 *s.* 10 *d.* to 4 *s.* 6 *d.*, the lower prices being charged to larger consumers.	Coal, 6 *s.* 2 *d.*; Cannel, 16 *s.*	- - 616 annuities of 2 *l.* each, one-twentieth part to be redeemed each year at 50 *l.* for each annuity, 30,800 *l.*; mortgage loans, 31,565 *l.*	- - There is no dividend except the annuities which are in course of redemption; these annuities are equal to a dividend of 10 per cent. per annum to the old shareholders.	(*a*) These works were established by a private company in 1827, and their Acts were consolidated by the 9 & 10 Vict. c. 104. They were purchased by the Commissioners in 1857 (under the Bury Gas Act, 1857), at the then dividend of 10 per cent. per annum, converted into annuities, the Commissioners taking upon themselves the mortgage and other debts of the company. The Commissioners have largely increased their works, the money required for that purpose having been borrowed on mortgage. An Act for increasing the capital was passed during the Session of Parliament in 1866. The annual profits are divided equally between the ratepayers and the consumers of gas, an arrange-
		1865 - -	- - 3 *s.* 2 *d.* to 3 *s.* 9 *d.*, according to consumption.	Coal, 6 *s.* 2 *d.*; Cannel, 16 *s.* Three-fourths of cannel and one-fourth coal are used.			

	year 1859.					authorised to be raised by the last Act, 7½ per cent.	
		1865 - -	5 *s.* - - - - - - - - -	17 -	22,300 - -	- - ditto.	
Cambridge Gas Light Company.	- - - - - -	1864 - -	4 *s.* 6 *d.* - - - - - - - -	13 8¼	35,200 - -	- - 10 per cent., and 3 per cent. bonus.	
		1865 - -	4 *s.* 6 *d.* - - - - - - - -	13 8¼	35,200 - -	10 per cent.	
Canterbury Gas Company	3 Geo. 4, Sess. 1822 - -	1864 - -	5 *s.* 6 *d.* - - - - - - - -	17 3	22,500 - -	- - 6 per cent. per annum, with occasional bonus before 1865, making an average of 7½ per cent.	
		1865 - -	4 *s.* 3 *d.* (*b*) - - - - - -	17 3	22,500 - -	6 per cent. per annum	(*b*) The present price (1866) is 4 *s.*
Cardiff Gas Light and Coke Company.	- - Cardiff Gas Light Act, May 1837; and Cardiff Gas Light Act, June 1854.	1864 - -	3 *s.* 3 *d.* to 2 *s.* 9 *d.* - - - - -	Coal, 9 *s.* 3 *d.*; Cannel, 22 *s.* 6 *d.*	56,155 12 5	- - 20,000 *l.* at 10 per cent.; remainder at 8 per cent.	
		1865 - -	3 *s.* 3 *d.* to 2 *s.* 9 *d.* - - - - -	Coal, 9 *s.* 6 *d.*; Cannel, 24 *s.*	61,549 2 5	- - ditto.	
Carlisle Gas Light and Coke Company.	- - Carlisle Gas Act (1850) 13 Vict. c. 19.	1864 - -	3 *s.* 4 *d.* - - - - - - - -	9 8	- - -	- - (*c*) - -	(*c*) The gasworks are the property of the mayor, aldermen, and citizens of the City of Carlisle. Any surplus profits are applied as directed by the Act.
		1865 - -	3 *s.* - - - - - - - - -	10 1	- - Value of works, 1st July 1865, 27,029 *l.*; debt, 1st July 1865, 13,698 *l.*		
Cheltenham Gas Light and Coke Company.	- - 59 Geo. 3, c. 17, year 1819; and 19 & 20 Vict. c. 10, Sess. 1856.	1864 - -	- - Cheltenham: 4 *s.* 3 3/10 *d.*; 3 *s.* 11½ *d.*; 3 *s.* 9 6/10 *d.*; 3 *s.* 5 8/10 *d.* Out Parishes: 5 *s.* 2 7/10 *d.*; 4 *s.* 4¼ *d.*	13 2 7/10	25,000 - -	10 per cent.	
					35,000 - -	7½ per cent., new.	
		1865 - -	- - Cheltenham: 3 *s.* 9 6/10 *d.*; 3 *s.* 6¾ *d.*; 3 *s.* 3 9/10 *d.* Out Parishes: 4 *s.* 9 *d.*; 4 *s.* 3 3/10 *d.*	14 1 7/10	25,000 - -	10 per cent.	
					35,000 - -	7½ per cent., new.	
Chepstow Gas and Coke Consumers' Company.	- - Incorporated the 28th May 1866.	1864 and 1865	4 *s.* - - - - - - - - -	13 6	Capital, 5,000 *l.* - Debenture bonds, 1,000 *l.*	6 per cent. per annum. 5 per cent. per annum.	
Chester United Gas Company.	- - Chester Gas Act (1858) 21 & 22 Vict.	1864 - -	- - 4 *s.* 6 *d.* within, and 5 *s.* in districts beyond the borough, subject to 5 per cent. discount.	11 -	30,000 - - (having a preferential dividend of 7 per cent. attached thereto).	7 per cent.	
					30,000 - -	- - 10 per cent., and arrears of dividend, amounting to 13 *s.* 1 *d.* per cent., in respect of year 1861. (*d*)	(*d*) No further arrears of dividend are payable.
					10,000 - - (borrowed on security of Company's mortgage and bonds).	—	
		1865 - -	- - 4 *s.* 6 *d.* within, and 5 *s.* in districts beyond the borough, subject to 5 per cent. discount.	11 2	30,000 - - (having a preferential dividend of 7 per cent. attached thereto).	7 per cent.	
					30,000 - -	10 per cent.	
					10,000 - - (borrowed on security of Company's mortgage and bonds).	—	

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued.*

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
				s. d.	£. *s. d.*		
ENGLAND AND WALES—Provincial Gas Companies—*continued.*							
Chesterfield Waterworks and Gas Light Company (*a*).	- - 6 Geo. 4, c. 66; 18 Vict. c. 29; 28 & 29 Vict. c. 36.	1864 and 1865	- - - - - - - - - -	7 6	- - The proportion of capital applied to gas is about 20,000 *l.* The greater proportion of capital is preferential, at 5 per cent.	- - 10 per cent. on ordinary stock.	(*a*) The Company is established for the supply of both gas and water.
Chorley Gas Light Company.	- - Registered under the Joint Stock Companies Act, 1856.	—	—	—	—	—	
Clitheroe Gas Company -	24 & 25 Vict., Sess. 1861 -	1864 - -	3 *s.* 9 *d.* to 5 *s.* - - - - - -	11 10¾ Coal; 17 5¾ Cannel.	- - 25,000 *l.*; of which only 13,450 *l.* is paid or called up.	- - Preference shares, 5 per cent., and other shares, 6 per cent.	
		1865 - -	3 *s.* 9 *d.* to 5 *s.* - - - - - -	11 11½ Coal; 17 4¾ Cannel.	- - ditto - -	- - Preference shares, 5 per cent., and other shares, 7½ per cent.	
Congleton Gas Company (*b*)	Private Act, 3 Will. 4 - -	1864 and 1865	4 *s.* 6 *d.* - - - - - - - -	10 -	5,000 - -	- - 10 per cent. for the year ending February 1865, and 7 per cent. for the year ending February 1866.	(*b*) By an Act which has lately received the Royal Assent, the Corporation of this Borough have become the owners of the works by purchase under an agreement with the Gas Company.
Derby Gas Light and Coke Company.	- - 1 Geo. 4, c. 9; 4 Vict. c. 15; and 15 Vict. c. 14.	1864 - -	3 *s.* 5 *d.* to 2 *s.* 11 *d.* - - - -	8 11	41,250 - -	10 per cent.	
		1865 - -	3 *s.* 5 *d.* to 2 *s.* 11 *d.* - - - -	9 8	41,250 - -	10 per cent.	
Devonport Gas and Coke Company.	- - 8 & 9 Vict., 1845; and 16 & 17 Vict., 1853.	1864 - -	4 *s.* - - - - - - - - -	16 6 Newcastle; 28 - Cannel.	52,000 - -	- - On 35,000 *l.*, 9 per cent.; and on remainder, 5 per cent.	
		1865 - -	3 *s.* 9 *d.* - - - - - - - -	16 6 Newcastle; 28 - Cannel.	52,000 - -	- - ditto.	
Dewsbury and Batley Gas Company.	- - Incorporated in the year 1840, and "Increased Powers" for raising the capital was granted in the year 1851.	1864 - -	4 *s.* - - - - - - - - -	9 6	66,162 3 2	- - A shares, 5 *l.* paid up, 10 per cent.	
		1865 - -	4 *s.* - - - - - - - - - Subject to a discount, as under, viz.: 20,000 feet, 2½ per cent.; 50,000 feet, 5 per cent.; 100,000 feet, 10 per cent.	9 6	69,735 - -	B shares, 5 *l.* paid up, 7½ per cent. C shares, 3 *l.* 15 *s.* paid, 7½ per cent.	
Dover Gas Light Company	- - Dover Gas Works Act, 1860; and the Dover Gas (Amendment) Act, 1864.	1864 - -	- - 5 *s.* to private consumers, subject to a discount of 10 per cent. for prompt payment; namely, within six weeks from quarter-day.	16 -	30,810 - - On 1st January.	- - 6 per cent. per annum.	
		1865 - -	- - ditto - - - ditto - - -	16 9	38,740 10 - On 1st January.	- - 6 per cent. per annum.	

	of Dudley Gas Light Company"; and Act passed in the year 1853, intituled, "An Act for Lighting with Gas the Town of Dudley and the Suburbs thereof."	summer 1864.	30,000 ,, 60,000 - - 4 *s.* - *d.* 60,000 ,, 100,000 - - 4 *s.* - *d.* 100,000 and upwards - - - 3 *s.* 9 *d.* The above prices, excepting the 3 *s.* 9 *d.* and 4 *s.* rates, were subject to a discount of 15 per cent., and those rates to 10 per cent.	12 4 13 1	5,550 - -	- - 4½ per cent. on preference shares.
		Midsummer 1864 to Christmas 1865.	Under 25,000 - - - - 3 *s.* 9 *d.* 25,000 and under 100,000 - 3 *s.* 4 *d.* 100,000 and upwards - - 3 *s.*	- 12 months, to Midsummer 1865, 12 4 13 1 16 3 Six months, to Christmas, 1865, 12 7 14 4	1865: 27,000 - - 9,000 - - 5,550 - -	- - 10 per cent. on ordinary capital. - - 5 per cent. on preference shares. - - 4½ per cent. on preference shares.
Dukinfield Gas Company -	Dukinfield Gas Act, 1854 -	1864 - -	3 *s.* 4½ *d.* to 4 *s.* 6 *d.* - - - -	10 1	22,144 - -	10 per cent.
		1865 - -	3 *s.* 4½ *d.* to 4 *s.* 6 *d.* - - - -	11 1	22,476 - -	10 per cent.
Elland-cum-Greetland Gas Company.	- - Elland Gas Act, with which is incorporated The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Acts Amendment Act, 1860, except the sections of the former of the two last-mentioned Acts, with respect to the purchase and taking of land otherwise than by agreement; and The Gas Works Clauses Act, 1847.	1864 - -	4 *s.* 7 *d.* - - - - - - -	9 -	21,330 - -	6 per cent.
		1865 - -	4 *s.* 7 *d.* - - - - - - -	9 6	25,916 16 6	6 per cent.
Exeter Gas Light and Coke Company.	- - 56 Geo. 3; 6 Will. 4; and 28 Vict. c. 120.	1864 - -	4 *s.* - - - - - - - -	16 10	51,000 - -	8 *l.* per cent.
		1865 - -	4 *s.* - - - - - - - -	17 9	54,600 - -	8 *l.* 16 *s.* per cent.
Farnworth and Kearsley Gas Company.	10 July 1854 - - -	1864 - -	From 4 *s.* 10 *d.* to 3 *s.* 9 *d.* - - -	10 10	18,000 - -	7 per cent.
		1865 - -	From 4 *s.* 8 *d.* to 3 *s.* 9 *d.* - - -	10 10	21,000 - -	8 per cent.
Filey Water and Gas Company.	- - The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; and The Waterworks Clauses Act, 1849; now called The Filey Water and Gas Company. Received the Royal Assent on the 5th June 1856.	1864 and 1865	6 *s.* 8 *d.* - - - - - - -	13 9	12,000 - -	- - There has not been any dividend paid to the shareholders for three years.
Gainsborough Gas Company	19 Vict. c. 9 - - -	1864 - -	5 *s.* - - - - - - - -	9 -	- - Total authorised capital in shares, 20,000 *l.*; debentures, 4,000 *l.* Total amount raised to 31st December 1865, in shares, 15,000 *l.*; temporary loans, 1,150 *l.*	- - The dividend paid to the proprietors for the half-year ending 30th June 1864, was at the rate of 6 *l.* per cent. per annum; and since that period to 31st December 1865, the dividend paid has been at the rate of 6 *l.* 13 *s.* 4 *d.* per cent. per annum.
		1865 - -	To 1 July, 5 *s.* - - - - - - -	9 3		
			From that day, 4 *s.*, with discounts to large consumers, reducing the minimum price to 3 *s.*			

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued.*

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
ENGLAND AND WALES—Provincial Gas Companies—*continued.*				*s. d.*	£. *s. d.*	£. *s. d.*	
Glossop Gas Company -	- - Glossop Gas Acts, 1845 and 1855.	1864 - -	5*s.*, maximum; 3*s.* 4*d.*, minimum - -	12 7	20,700 - -	5 10 -	
		1865 - -	5*s.*, maximum; 3*s.* 4*d.*, minimum - -	15 9¾	22,500 - -	5 15 -	
Gloucester Gas Light Company.	- - 8 & 9 Vict. cc. 16 & 18; 10 & 11 Vict. c. 15; and 19 & 20 Vict. c. 118.	1864 - -	4*s.* 6*d.* and 4*s.* - - - - - - -	13 10	- - 58,000*l.*, including borrowing powers.	- - Old, 10 per cent.; new, 7½ per cent.	
		1865 - -	4*s.* and 3*s.* 6*d.* - - - - - -	13 6	- - ditto - -	- - Old, 7½ per cent.; new, 6¼ per cent.	
Great Grimsby Gas Company.	- - 9 & 10 Vict. c. 117. and the several Acts incorporated therewith.	1864 - -	4*s.* 2*d.* to 3*s.* 6*d.* - - - - -	9 3	15,700 - -	10 per cent.	
		1865 - -	3*s.* 9*d.* to 3*s.* 6*d.* - - - - -	9 3	16,800 - -	10 per cent.	
Guildford Gas Light and Coke Company.	- - Guildford Gas Light and Coke Company Act, 1857.	1864 and 1865	5*s.* (net) - - - - - - - -	18 9	16,500 - -	7 per cent.	
Halifax Corporation Gas Works.	- - The Halifax Gas Act (1855); 18 & 19 Vict. c. 144; amended by The Halifax Extension and Improvement Act (1865) 28 & 29 Vict. c. 140.	1864 - -	Within the Borough: Under 25,000 per quarter - - - *s.* 25,000 and under 50,000 - 2½ 50,000 „ 100,000 - 5 100,000 „ 200,000 - 7½ 200,000 „ 400,000 - 10 400,000 „ 800,000 - 12½ 800,000 „ 1,000,000 - 15 1,000,000 and upwards - - 20 p' cent. discount. Outside the borough, 25 per cent. in addition to borough charges.	9 6	133,210 - -	No dividend (*a*) -	(*a*) The profits of the undertaking are carried to the rate account of the borough, and go in aid of rates and town improvements.
		1865 - -	Same charges as in 1864 - - - -	10 11½	133,210 - -	No dividend (*a*)	
Harrogate Gas Company -	- - 9 & 10 Vict. c. 40, and 26 Vict. c. 12.	1864 - -	5*s.* 10*d.* - - - - - - - -	16 -	16,287 10 4	7 per cent.	
		1865 - -	5*s.* 10*d.* - - - - - - - -	16 3	19,682 4 5	6¾ per cent.	
Hartlepool Gas and Waterworks Company.	- - 8 & 9 Vict., 1846; 9 & 10 Vict. c. 25; and 12 & 13 Vict. c. 49.	1864 - -	- - 4*s.* 2*d.*, with discount of 10 per cent. to large consumers.	7 3	81,261 - -	6½ per cent.	
		1865 - -	- ditto - - - ditto - - -	7 9	98,523 - -	6½ per cent.	
Haslingden Union Gas Company.	- - 24 Vict. c. 39, intituled, An Act for Lighting with Gas the Town and Neighbourhood of Haslingden, in Lancashire; with which Act the 8 & 9 Vict. c. 18, the 10 & 11 Vict. c. 15, and the 23 & 24 Vict. c. 106, are incorporated.	1864 - -	Under 100,000 per year - - 5*s.* 5*d.* 100,000 and under 125,000 - - 5*s.* 125,000 „ 150,000 - - 4*s.* 9*d.* 150,000 „ 300,000 - - 4*s.* 6*d.* 300,000 and upwards - - - 4*s.* 3*d.*	Cannel, 16*s.*; coal, 8*s.* 8*d.*	22,822 10 -	6 per cent. per annum.	
		1865 - -	Under 15,000 per year - - 5*s.* 5*d.* and 5*d.* per 1,000 discount. 15,000 and under 25,000 - - 5*s.* 2*d.* 25,000 „ 40,000 - - 5*s.* 40,000 „ 55,000 - - 4*s.* 9*d.* 55,000 „ 75,000 - - 4*s.* 6*d.* 75,000 „ 100,000 - - 4*s.* 3*d.* 100,000 „ 150,000 - - 4*s.*	Cannel, 16*s.*; coal, 9*s.* 11½*d.*	23,774 10 -	5 per cent. per annum.	

	Hastings and St. Leonards Gas Act, 1865.				amount of debenture capital, 13,050 *l.*	
		1865 - -	- - 5*s.* until 1st April; after which 4*s.*, except for a small district out of the borough, which is still 5*s.*	18 10½	- - Amount of share capital, 47,150 *l.*; amount of debenture capital, 13,750 *l.*	- - 9 per cent. on 41,250 *l.*, and 7 per cent. on 5,900 *l.*
Hereford Gas Light and Coke Company.	5 Geo. 4, Sess. 1824 - -	1864 - -	4*s.* 6*d.* - - - - - - - -	11 6	- - In shares, 6,000 *l.* fully paid up; mortgages and extensions, 9,700 *l.*	- - 10 per cent. on share capital.
		1865 - -	4*s.* - - - - - - - - -	11 6	- - ditto - -	- - ditto.
Heywood Gas Light and Coke Company.	- - 7 Geo. 4, Sess. 1826; 10 Vict. c. 13, Sess. 1856.	1864 - -	4*s.* 8¼*d.* - - - - - - -	Cannel, 16*s.*	24,000 - -	7½ per cent.
		1865 - -	4*s.* 6¾*d.* - - - - - - -	Cannel, 16*s.*	24,000 - -	7½ per cent.
Holmfirth Gas Light Company.	- - 2 Vict. Sess. 1839, intituled, An Act for Lighting with Gas the Town of Holmfirth, and the Neighbourhood thereof, in the West Riding of the County of York.	1864 and 1865	5*s.* 10*d.* - - - - - - -	11 3	11,400 - -	6 per cent.
Hyde Gas Company - -	- - Hyde Gas Act, 1855; 10 & 11 Vict. c. 15.	1864 - -	- - Small consumers 5*s.*, with 6*d.* per 1,000 feet discount, if paid within a month of the date of invoice; large consumers, 4*s.* 6*d.* to 3*s.* 6*d.*	11 6	36,000 - -	5 per cent.
		1865 - -	- - ditto - - - ditto - - -	12 -	36,000 - -	6½ per cent.
Ipswich Gas Light Company	- - 1 & 2 Geo. 4, c. 76, which Act was amended by the Ipswich Gas Act, 1847; and further amended by the Ipswich Gas Act, 1864.	1864 - -	4*s.* - - - - - - - - -	Coal, 14*s.* 6*d.*; cannel, 27*s.*	Old capital, 28,000 *l.* New capital, 7,000 *l.*	10 per cent. 7½ per cent.
		1865 - -	To July, 4*s.*; from July, 3*s.* 9*d.* - -	Coal, 14*s.* 6*d.*; cannel, 27*s.*	Old capital, 28,000 *l.* New capital, 7,000 *l.*	10 per cent. 7½ per cent.
Kendal Union Gas Light Company.	9 & 10 Vict. Sess. 1846 -	1864 - -	5*s.* - - - - - - - - -	Coal, 11*s.* 9*d.*; cannel, 18*s.*	12,600 - -	10 per cent.
		1865 - -	5*s.* and 4*s.* 2*d.* - - - - -	Coal, 12*s.*; cannel, 18*s.* 9*d.*	12,600 - -	10 per cent.
Kidderminster Gas Company	- - 58 Geo. 3, Sess. 1818, intituled, An Act for Lighting the Borough of Kidderminster in the County of Worcester, with Gas.	1864 - -	Under 25,000 per quarter - - 4*s.* 6*d.* 25,000 - - ,, - - 4*s.* 3*d.* 75,000 - - ,, - - 4*s.* subject to discount of 5 per cent.	15*s.* to 15*s.* 9*d.*	- - Capital, 12,000 *l.*; loan account, 5,000 *l.*, bearing interest at 6 per cent.	7½ per cent.
		1865 - -	Same charges as in 1864 - - - -	15*s.* to 15*s.* 9*d.*	- - ditto - -	5½ per cent.
Kingston-upon-Hull Gas Light Company.	- - 2 Geo. 4 (1821), intituled, An Act for Lighting with Gas the Town of Kingston-upon-Hull, and certain Places adjacent thereto.	1864 - -	Maximum, 4*s.*; minimum, 3*s.* 2*d.* - -	11 9	12,712 10 - (*b*)	- - 3 *l.* 7*s.* 6*d.* per share, and a bonus of 1 *l.* per share. (*c*)
		1865 - -	Maximum, 3*s.* 9*d.*; minimum, 3*s.* - -	12 1½	12,712 10 - (*b*)	- - ditto. (*c*)

(*b*) The capital actually expended on the Works is 32,082 *l.* 15*s.* 10*d.*; for many years the Company paid no dividends, but expended the earnings in renewing and increasing the Works, rather than create new capital.

(*c*) The following copy yearly resolution, declaring the general annual dividend, explains the per-centage of dividend on the Parliamentary and the actual capital:—*Resolved*, That a dividend after the rate 3 *l.* 7*s.* 6*d.* per share, being after the rate of 15 per cent., or thereabouts, on the paid-up capital authorised by the Act of Parliament, but which is only at the rate of 5 *l.* 15*s.* 6*d.* per cent. on the actual cost of a share, arising from the paid-up capital and the additional sums of money expended in the improvements authorised by the shareholders.

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued*.

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
				s. d.	£. *s. d.*		
ENGLAND AND WALES—Provincial Gas Companies—*continued*.							
Kingston-upon-Thames Gas Company.	17 & 18 Vict. c. 78, Kingston-upon-Thames Gas Act; 22 & 23 Vict. c. 9, Kingston-upon-Thames Gas Act Amendment Act, 1859; 27 & 28 Vict. c. 10, Kingston-upon-Thames Gas Company's Act, 1864.	1864	5*s.* 6*d.*	(*a*)	Share capital, 37,750 *l.*; borrowed capital, 8,750 *l.*	5 per cent.	(*a*) The Company's works were leased for a term of 14 years previous to the passing of 17 & 18 Vict. c. 78, and they are not gas manufacturers, consequently they cannot give this information.
		1865	5*s.* 6*d.*	(*a*)	Share capital, 40,350 *l.*; borrowed capital, 8,750 *l.*	5 per cent.	
Knottingley Gas Company	19 Vict. c. 2 (29 April 1856), which includes The Gas Companies General Act of 1847.	1864	5*s.* 10*d.*	8 3	4,925	7 per cent.	
		1865	5*s.*	8 9	4,025	6 per cent.	
Lancaster Gas Company	Lancaster Gas Company's Act, 19 & 20 Vict. Sess. 1856, c. 6.	1864	Under 150,000 per annum — 5*s.* 150,000 and under 250,000 — 4*s.* 9*d.* 250,000 „ 350,000 — 4*s.* 6*d.* 350,000 „ 450,000 — 4*s.* 4*d.* 450,000 and upwards — 4*s.*	16 1	30,000 *l.*; and borrowing powers, 7,000 *l.*	7½ per cent.	
		1865	Same charges as in 1864	15 7	ditto	7½ per cent.	
Leeds Gas Light Company	58 Geo. 3; 6 Vict.; 16 & 17 Vict.; and 26 & 27 Vict.	1864	3*s.* 9*d.*	9 6¾	201,986	6 per cent.	
		1865	3*s.* 9*d.*	9 6½	207,605	6 per cent.	
Leeds New Gas Company	Incorporated by Act of Parliament in 1835; re-incorporated by Act in 1854.	1864	3*s.* 9*d.*, maximum, subject to discount on prompt payments as per scale annexed (*b*).	Half-year ended— 30 June 8 — 31 December 8 10½	189,651 196,133	10 per cent on 45,000 *l.* original stock. 6 per cent. on 85,000 *l.* new stock. 6 per cent. on 30,224 *l.*, class B. 5 *l.* shares (1st, 2nd, 3rd, 4th, and 5th calls). 6 per cent. on 4,591 *l.*, first call of 20 *s.* on class B. 5 *l.* shares (second issue). 4½ per cent. on 45,146 *l.* debenture stock.	(*b*) On a half-yearly account of— From 5 *l.* to 15 *l.* — 2½ per cent. „ 15 *l.* to 30 *l.* — 5 „ „ 30 *l.* to 45 *l.* — 7½ „ „ 45 *l.* to 60 *l.* — 10 „ „ 60 *l.* to 75 *l.* — 12½ „ „ 75 *l.* to 90 *l.* — 15 „ „ 90 *l.* to 105 *l.* — 17½ „ „ 105 *l.* to 120 *l.* — 20 „ „ 120 *l.* to 135 *l.* — 22½ „ „ 135 *l.* and upwards — 25 „
		1865	ditto — ditto (*b*)	30 June 9 2 31 December 9 7	204,952 209,961		
Leicester Gas Company	1 & 2 Geo. 4, c. 3; 1 & 2 Vict. c. 52; and 23 Vict. c. 5.	1864	3*s.* 2*d.* to 3*s.* 11½*d.*	Various prices	119,498	1 *l.* 3*s.* per share on each 13 *l.* share of old capital, and 7½ per cent. on new.	
		1865	3*s.* 1*d.* to 3*s.* 6*d.*	ditto	120,000	ditto.	
		1864	3*s.* 2*d.*	Various	754,908	10 per cent.	

	rated The Waterworks Clauses Act, 1847, and Gas Works Clauses Act, 1847.				at 5 per cent. on debenture bonds, 4,600 *l.*	
		1865 - -	- - 5,000 and under, per quarter, 7 *s.* 6 *d.*; above 5,000 and under 15,000, per quarter, 7 *s.* 1 *d.*; 15,000 and above, per quarter, 6 *s.* 8 *d.*; with a discount of 5 per cent. for cash in seven days.	15 -	- - Capital subscribed for water and gas, 11,190 *l.*; borrowed at 5 per cent. on debenture bonds, 5,600 *l.*	7 per cent.
Llanelly Gas Light Company.	5 Will. 4, Sess. 1835 - - -	1864 and 1865	5 *s.* - - - - - - - - -	8 -	- - Authorised capital, 3,000 *l.*; borrowed capital, 4,000 *l.* (*c*)	No dividends - -
Louth Gas Company -	- - 6 Geo. 4, An Act for Establishing a Company for Lighting with Gas the Town of Louth.	1864 and 1865	5 *s.* - - - - - - - - -	14 6	6,000 - -	12½ per cent.
Lowestoft Water, Gas, and Market Company.	- - 16 & 17 Vict. c. 18; 20 & 21 Vict. c. 57; and 26 & 27 Vict. c. 169.	1864 - -	5 *s.* 10 *d.* - - - - - - - -	15 -	50,000 - -	- - 2½ per cent. on original shares, 25,000 *l.*; 5½ per cent. on preference shares, 25,000 *l.*
		1865 - -	5 *s.* 10 *d.* - - - - - - - -	15 6	50,060 - -	- - ditto.
Luton Gas Company -	21 & 22 Vict. c. 70 (1858) -	1864 - -	4 *s.* 9 *d.* - - - - - - - -	14 -	12,800 - -	8½ per cent.
		1865 - -	4 *s.* 6 *d.* - - - - - - - -	14 -	14,040 - -	7¼ per cent.
Macclesfield Gasworks -	- - March 1826; sold to the Local Board of Health, 1861.	1864 and 1865	3 *s.* 3 *d.*, 3 *s.* 6 *d.*, 3 *s.* 9 *d.*, and 4 *s.* - -	Coal, 10 *s.* 6 *d.* Cannel, 19 *s.*	50,000 - -	4½ per cent.
Maidstone Gas Company -	21 Vict. c. 36 - - -	1864 - -	- - 5 *s.* 6 *d.* if less than 40,000 consumed in a year; 5 *s.* if 40,000 or upwards consumed in a year.	14 8 exclusive of Cannel.	- - 32,500 *l.* paid up; 3,000 *l.* borrowed on mortgage.	- - 10 per cent. on 12,500 *l.*; 4 per cent. on 12,500 *l.*; 7½ per cent. on 7,500 *l.*
		1865 - -	4 *s.* - - - - - - - - -	14 6 exclusive of Cannel.	- - ditto - -	- - ditto.
Middlesborough Gas Company.	19 & 20 Vict. c. 77 - -	- - 1864 and up to 30 June 1865.	5 *s.* - - - - - - - - -	- - Coal and Cannel, 8 *s.* 6 *d.*	26,800 - -	10 per cent.
		Since 1 July 1865.	4 *s.* 6 *d.* - - - - - - - -	- - Coal and Cannel, 9 *s.*	28,000 - -	10 per cent.
Middleton and Tonge Improvement Commissioners.	- - The Middleton and Tonge Improvement Act, 1861, together with The Gas Works Clauses Act, 1847.	1864 and 1865	5 *s.* - - - - - - - - -	5 10	26,000 - -	10 per cent.
Morley Gas Company -	- - The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; The Gas Works Clauses Act, 1847; The Morley Gas Act, 1848.	1864 and 1865	5 *s.* - - - - - - - - -	8 6	7,000 - -	10 per cent.

(*c*) Interest at 5 *l.* per cent. is paid on the borrowed capital.

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued*.

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
				s. *d.*	£. *s.* *d.*		
ENGLAND AND WALES—Provincial Gas Companies—*continued*.							
Newark Gas Company -	- - 2 Vict., intituled, "An Act for the better Lighting and Supplying the Borough of Newark, in the County of Nottingham, and the Neighbourhood thereof with Gas".	1864 - -	4*s.* 2*d.* - - - - - - - -	13 3	5,000 - -	10 per cent.	
		1865 - -	3*s.* 4*d.* - - - - - - - -	12 8	5,000 - -	10 per cent.	
Newcastle-under-Lyme Gas Light Company.	- - 59 Geo. 3 (1819); extended by 18 & 19 Vict. c. 77 (1855).	1864 - - To 25 March.	5*s.* - - - - - - - - -	8 9	Share capital, 15,800*l.* On loan, 4,000*l.*	7½ per cent. (*a*) -	(*a*) There has been no bonus, and no money carried to a reserve fund. The average dividends for ten years past have been a little more than 6 per cent.
		1865 - - To 25 March.	4*s.* 6*d.* - - - - - - - -	8 9	Share capital, 15,800*l.* On loan, 4,000*l.*	10 per cent. (*a*) .	
		From 25 Mar.	4*s.*				
Newcastle-upon-Tyne and Gateshead Gas Company.	- - Newcastle-upon-Tyne and Gateshead Gas Act, 1854.	1864 and 1865	- - 3*s.* 4*d.*, subject to the following scale of discounts for prompt payment, viz.:—Under 100,000 per quarter, 10 per cent. discount, 3*s.* net; 100,000 and under 200,000, 15 per cent. discount, 2*s.* 10*d.* net; 200,000 and under 300,000, 20 per cent. discount, 2*s.* 8*d.* net; 300,000 and upwards, 25 per cent discount, 2*s.* 6*d.* net.	6 4	200,000 - -	- - 10 per cent. on 160,000*l.*, and 3½ per cent. on 40,000*l.*	
New Mills and Hayfield Gas Company.	19th May 1836 - - -	1864 and 1865	*s.* *d.* Under 30,000 per annum - - 5 10 30,000 and under 100,000 - - 5 8 100,000 „ 200,000 - - 5 6 200,000 „ 300,000 - - 5 4 300,000 „ 500,000 - - 5 2 500,000 „ 600,000 - - 5 – 600,000 „ 700,000 - - 4 9 700,000 „ 800,000 - - 4 6 800,000 „ 900,000 - - 4 3 900,000 „ 1,000,000 - - 4 –	14 6	4,600 - -	5 per cent.	
Newport (Monmouthshire) Gas Company.	- - The Newport (Monmouthshire) Gas Act, 1855, incorporating Gas Clauses and Companies Clauses Acts.	1864 - -	- - 4*s.*, 3*s.* 9*d.*, and 3*s.* 6*d.*, according to quantity consumed, subject to a discount of 5 per cent.	7 9	12,600 - - 21,152 - -	10 per cent. 7½ per cent.	
		1865 - -	- - 3*s.* 9*d.*, 3*s.* 6*d*, and 3*s.* 3*d.*, according to quantity consumed, subject to a discount of 5 per cent.	8 3	12,600 - - 22,806 - -	10 per cent. 7½ per cent.	
Northampton Gas Light	- - 4 Geo. 4, c. 96 (17th June	1864 - -	4*s.* 2*d.* - - - - - - - -	13 2½	48,810 13 4	7 3 4 (*b*)	(*b*) An average rate compounded on the authorized dividends on the A shares, 10*l.* per

pany.	1863; The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845 (except the provisions thereof with respect to the purchase and taking of lands otherwise than by agreement); and The Gas Works Clauses Act, 1847.	1865 - -	turing purposes. - - 5 *s.* for domestic use; 4 *s.* for manufacturing purposes.	9 -	21,000 - -	9½ per cent.
Nottingham Gas Light and Coke Company.	- - 16 Vict. c. 11; 21 Vict. c. 9; 26 Vict. c. 41; 27 & 28 Vict. c. 109.	1864 - -	From 3 *s.* to 2 *s.* 9 *d.* - - - - - -	9 3	230,000 *l.* in shares -	5½ per cent.
		1865 - -	From 3 *s.* to 2 *s.* 9 *d.* - - - - -	11 5	34,500 *l.* in loans, subject to interest.	
Oldham Corporation Gas and Waterworks.	- - Oldham Corporation Gas and Waterworks, 16 Vict. c. 42; 18 Vict. c. 47; and 28 & 29 Vict. c. 311.	1864 - -	4 *s.* to 3 *s.* 4 *d.* - - - - - -	Coal, 6 *s.* 6 *d.*; Cannel, 16 *s.*	- - - -	- - The works being corporate property, there has not been any dividend.
		1865 - -	3 *s.* 8 *d.* to 3 *s.* 4 *d.* - - - - -	Coal, 7 *s.* 6 *d.*; Cannel, 18 *s.*		
Ormskirk Gas Light Company.	- - The Ormskirk Gas Light Act, 1853; and incorporated with it are The Companies Clauses Consolidation Act, 1845, The Lands Clauses Consolidation Act, 1845, and The Gas Works Clauses Act, 1847.	1864 - -	- - In Ormskirk, 5 *s.*; in the out-townships of Burscough, Aughton, and Latham, 5 *s.* 6 *d.*	13 4	9,732 - -	9½ per cent.
		1865 - -	- - In Ormskirk, 5 *s.*; in the out-townships of Burscough, Aughton, and Latham, 5 *s.* 6 *d.*	14 5	9,807 - -	9 per cent.
Ossett Gas Company -	- - The Ossett Gas Act, 1855; The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; and The Gas Works Clauses Act, 1847.	1864 - -	- - 4 *s.* 7 *d.*, subject to the following rates of discount, viz.;—On half-yearly accounts— From 10 *l.* to 20 *l.* - - 5 per cent. From 20 *l.* to 30 *l.* - - 7½ „ Exceeding 30 *l.* - - 10 „	6 3	12,000 - - Capital expended.	8 per cent.
		1865 - -	Same charges as in 1864 - - - -	6 3	12,000 - - Capital expended.	8½ per cent.
Over Darwen Gas Company	- - The Companies Clauses, Lands Clauses, and Gas Clauses Acts are extended to our Act, intituled, The Over Darwen Gas Act.	1864 and 1865	When the quarterly consumption is— Under 50,000 - - - - 4 *s.* 9 *d.* 50,000 and not exceeding 100,000, 4 *s.* 6 *d.* 100,000 „ 200,000, 4 *s.* 3 *d.* 200,000 „ 500,000, 4 *s.* 500,000 and above - - - 3 *s.* 10 *d.*	14 - Cannel. 8 4 Coal.	37,909 10 8½ Capital invested on 31st Dec. 1865.	7 per cent.
Oxford Gas Light and Coke Company.	- - 58 Geo. 3, c. 64. Royal assent, 23rd May 1818.	1864 and 1865	4 *s.* - - - - - - - - -	16 -	18,000 - -	9 per cent. per annum.
Peniston, Thurlstone, and Oxspring Gas Company.	- - Peniston, Thurlstone, and Oxspring Gas Act, passed in 1858.	1864 and 1865	5 *s.* - - - - - - - - -	About 7 *s.*	6,000 - -	6 per cent.
Plymouth and Stonehouse Gas Light and Coke Company.	8 & 9 Vict.; 18 & 19 Vict. -	1864 - -	2 *s.* 9 *d.* - - - - - - - -	15 3	57,500 - -	- - 10 per cent. on 25,000 *l.*, and 7½ per cent. on 32,500 *l.*
		1865 - -	2 *s.* 9 *d.* - - - - - - - -	16 3	57,500 - -	- - ditto.
Portsea Island Gas Light Company.	- - Portsea Gas Act, 1821 (1 & 2 Geo. 4, c. 73); Portsea Gas Act, 1852 (15 Vict. c. 8), and incorporated clauses; Portsea Gas Act, 1861 (24 & 25 Vict. c. 96) and incorporated Acts.	1864 to 1st April 1865.	4 *s.* 3 *d.* - - - - - - - -	14 9	Shares, 91,805 *l.* - Stock, 9,012 *l.* 10 *s.* - Loan, 5,000 *l.* - -	9½ per cent. 5 per cent. 5 per cent.
		From 1st April to 31st Dec. 1865.	4 *s.* - - - - - - - - -	15 11	Shares, 91,805 *l.* - Stock, 9,012 *l.* 10 *s.* - Loan, 14,500 *l.* -	9½ per cent. 5 per cent. 5 per cent.

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RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued.*

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
ENGLAND AND WALES—Provincial Gas Companies—*continued.*				*s. d.*	£. *s. d.*		
Preston Gas Company	28 Vict. c. 57; 8 & 9 Vict. c. 16 and 18; 10 & 11 Vict. cc. 15; 23 & 24 Vict. c. 106; and 26 & 27 Vict. c. 118.	1864 and 1865.	4 *s.* 3¾ *d.* to 3 *s.* 4¼ *d.*, and reduced to 3 *s.* 9 *d.* to 3 *s.* 4 *d.*	About 12 –	150,000 – –	10 per cent.	
Pudsey Coal Gas Company	Pudsey Gas Act, 8 & 9 Vict. c. 63; and 18 & 19 Vict. c. 1.	1864 - -	5 *s.* 5 *d.* to 3 *s.* 6¼ *d.* - - - - -	9 –	48,000 – – Paid up, 31,000 – –	10 per cent. on old shares, and 7 per cent. on new shares.	
		1865 - -	5 *s.* 5 *d.* to 3 *s.* 6¼ *d.* - - - - -	9 6	48,000 – – Paid up, 31,800 – –	ditto.	
Radcliffe and Pilkington Gas Works.	The Radcliffe and Pilkington Gas Acts, 1846; and the Radcliffe and Pilkington Gas Acts, 1854; which received the Royal Assent 2nd April 1846, and 12th May 1854. (*a*)	1864 - -	4 *s.* 10 *d.* - - - - - - - -	13 6	23,700 *l.* shares paid up; 8,000 *l.* borrowed; and 31,279 *l.* 16 *s.* 8½ *d.* expended.	9 per cent. - -	(*a*) The Acts of Parliament following are incorporated with these Acts:—The Companies Clauses Act, 1845; the Lands Clauses, 1845 (except as after-mentioned). *See* Clause 4 of the Radcliffe and Pilkington Gas Act, 1854; and the Gas Works Clauses Act, 1847.
		1865 - -	4 *s.* 10 *d.* - - - - - - - -	13 6	23,700 *l.* shares paid up; 8,000 *l.* borrowed; and 31,744 *l.* 10 *s.* 11½ *d.* expended.	10 per cent.	
Ramsbottom Gas Company	The Companies Clauses Consolidation Act, 1845; and The Gas Works Clauses Act, 1847; and The Lands Clauses Consolidation Act, 1845, are incorporated and form part of the Ramsbottom Gas Act, 1854.	1864 - -	5 *s.* 6 *d.*, maximum; 3 *s.* 3 *d.*, minimum -	15 3 Cannel.	14,763 6 3	8 per cent. per annum.	
		1865 - -	5 *s.*, maximum; 3 *s.* 3 *d.*, minimum - -	15 3 Cannel.	15,611 10 11	10 per cent. per annum, up to June; and 10 per cent. per annum upon the original shares, and 7 per cent. per annum upon the new paid capital, from June to December.	
Reading Gas Company	The Reading Gas Act (1862), 25 & 26 Vict. c. 84.	1864 - -	Consumers of less than 10,000 cubic feet, half-yearly, 5 *s.*; consumers of 10,000 feet, but less than 20,000 feet, half-yearly, 4 *s.* 9 *d.*; consumers of 20,000 feet, but less than 40,000 feet, half-yearly, 4 *s.* 6 *d.*; consumers of 40,000 feet or upwards, half-yearly, 4 *s.* 3 *d.*	Half-year ended— Midsummer, 16 3 Christmas, 15 9	5,000 *l.* preference shares, 2,500 *l.* of which subscribed, and bore interest from the 25th March 1864 only.	5 per cent.	
					20,000 *l.* No. 1 stock	8 per cent.	
					5,000 *l.* No. 2 stock	5 per cent.	
		1865 - -	Same charges as in 1864 - - - -	Midsummer, 16 1 Christmas, 15 5	8,000 *l.* shares -	7 per cent.	
					1,000 *l.* shares, from 25th March 1864.	7 per cent.	
					750 *l.* shares, from 24th June 1864.	7 per cent.	
					250 *l.* shares, from November 1865.	7 per cent.	
					8,000 *l.* on mortgage at 4½ per cent. per	4½ per cent.	

			4 *s.* 6 *d.* and 4 *s.* 9 *d.* outside the borough (*b*).	6 10 Coal.			
		From 1 April 1864 to 31 March 1865.	4 *s.* within the borough (*b*) - - -	15 10½ Cannel,	68,948 12 6		quarterly accounts:—when the annual consumption is— 5,000 and under 10,000 feet, 1 *d.* per 1,000. 10,000 „ 20,000 „ 2 *d.* „ 20,000 „ 100,000 „ 3 *d.* „ 100,000 „ 800,000 „ 4 *d.* „ 800,000 and above - - 5 *d.* „
			4 *s.* 6 *d.* outside the borough (*b*).	7 3 Coal.			
Rossendale Union Gas Company.	- - 8 Vict. cc. 16 & 18; 10 Vict. c. 15; 17 Vict. (Sess. 1854); 28 & 29 Vict. (Sess. 1865).	1864 - -	5 *s.*, 4 *s.* 9 *d.*, 4 *s.* 6 *d.*, 4 *s.* 3 *d.*, 3 *s.* 9 *d.* -	13 3	58,134 7 8½	8½ per cent.	
		1865 - -	5 *s.*, 4 *s.* 9 *d.*, 4 *s.* 6 *d.*, 4 *s.* 3 *d.* - - - (With a reduction of 10 per cent. for payment within the first month after the expiration of the quarter.)	14 2	63,922 16 7½	- - 9½ per cent. on the original capital; 7 per cent. on the capital raised under the Act 28 & 29 Vict. (Sess. 1865).	
Rotherham Gas Company	- - 9 Vict. c. 38; capital increased under Act 18 & 19 Vict. c. 38.	1864 - -	4 *s.* 2 *d.*, 4 *s.*, 3 *s.* 9 *d.*, 3 *s.* 6 *d.*, 3 *s.* 2 *d.* -	8 -	Capital paid up, 7,500 - -	10 per cent.	
					17,330 - -	8 per cent.	
		1865 - -	4 *s.*, 3 *s.* 9 *d.*, 3 *s.* 6 *d.*, 3 *s.* 2 *d.* - - -	9 -	Capital paid up, 7,500 - -	10 per cent.	
					17,330 - -	8 per cent.	
Runcorn Gas Company -	- - The Runcorn Gas Act, 1847; Companies Clauses Consolidation Act, 1845; and Gas Clauses Act, 1847.	1864 - -	- - Under 30,000 per quarter, 5 *s.*, above that quantity, 4 *s.* 10½ *d.*	11 11 Cannel and coal.	13,800 - -	10 per cent.	
		1865 - -	- - Under 30,000 per quarter, 5 *s.*, above that quantity, 4 *s.* 10½ *d.*	12 8 Cannel and coal.	13,800 - -	10 per cent.	
Ryde Gas and Coke Company.	- - Registered under the Companies Act, 1862.	—	—	—	—	—	
St. Helen's Gas Company	St. Helen's Gas Act, 1852 -	1864 - -	- - More than 150,000 per annum, 4 *s.* 6 *d.*; less than 150,000 per annum, 5 *s.*	9 4	38,000 - -	7 per cent.	
		1865 - -	- - More than 150,000 per annum, 4 *s.* 6 *d.*; less than 150,000 per annum, 5 *s.*	9 4	38,000 - -	8 per cent.	
Scarborough Gas Company	- - An Act for incorporating The Scarborough Gas Company, for enabling the Company to raise a further sum of money for better supplying the borough of Scarborough with Gas, and for other purposes, (Royal Assent, 20th May 1851); an Act to enable the Scarborough Gas Company to raise a further sum of money, and for other purposes (Royal Assent, 19th April 1859).	1864 - -	5 *s.* - - - - - - - - -	11 6¾	40,000 - -	- 7½ per cent., and 2½ per cent. additional on original shares.	
		1865 - -	5 *s.* - - - - - - - - -	12 2½	47,500 - - (*c*)	7½ per cent. - -	(*c*) Original, 10 *l.* shares - - £. 20,000 New No. 1, 10 *l.* shares - 10,000 New No. 1, Half, 5 *l.* shares 10,000 New No. 2, Half, 5 *l.* shares (3 *l.* 15 *s.* paid) - - 7,500 £. 47,500
Sheffield United Gas Light Company.	The Sheffield Gas Act, 1855 -	1864 - -	3 *s.* 6 *d.* and 3 *s.* - - - - -	8 6	321,547 - -	10 per cent.	
		1865 - -	3 *s.* 6 *d.* and 3 *s.* - - - - -	8 8	338,761 - -	10 per cent.	

RETURN OR STATEMENT, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued*.

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
ENGLAND AND WALES—Provincial Gas Companies—*continued*.				*s. d.*	£. *s. d.*		
Shipley Gas Company -	-- The Shipley Gas Light Act, 1853; The Companies Clauses Consolidation Act, 1845; The Lands Clauses Act, 1845; and The Gas Works Clauses Act, 1847.	1864 - -	4 *s.* 2 *d.* - - - - - - - -	9 -	20,500 - -	10 per cent.	
		1865 - -	4 *s.* 2 *d.* - - - - - - - -	9 5	24,500 - -	10 per cent.	
Shrewsbury Gas Light Company.	-- Originally established under an Act obtained in 1820; present Act passed in 1857.	1864 - -	When the half-year's consumption is— Under 50,000 - - - - 4 *s.* 9 *d.* 50,000 and under 100,000 - 4 *s.* 6 *d.* 100,000 and upwards - - 4 *s.* 3 *d.*	12 1	-- 1,000 A shares at 10 *l.*; 1,000 B shares at 10 *l.*; 1,000 new shares at 10 *l.*: total 30,000 *l.*	-- 7½ per cent. plus recoupment of 3 per cent. for previous deficient dividends.	
		1865 - -	When the half-year's consumption is— Under 50,000 - - - - 4 *s.* 6 *d.* 50,000 and under 100,000 - 4 *s.* 3 *d.* 100,000 and upwards - - 4 *s.*	12 6	-- ditto - -	-- ditto.	
Skipton Gas Company -	-- Formed in 1836, and existed under Articles of Agreement by way of Deed of Settlement until 1863, when it was incorporated under the name of "The Skipton Gas Company;" the Royal Assent being given on the 29th of June 1863.	1864 - -	-- 5 *s.* 5 *d.*, with a scale of discounts commencing at 5 per cent. and going up to 30 per cent.; this charge included the loan and maintenance of gas meters to consumers free of charge.	12 1	7,000 - -	9 per cent.	
		1865 - -	-- ditto -- ditto - - - -	11 10½	7,000 - -	9 per cent.	
Southampton Gas Light and Coke Company.	-- The Southampton Gas Act, 1848; and the Southampton Gas Act, 1865.	1864 - -	4 *s.* 9 *d.* - - - - - - - -	15 3	100,130 - -	10 per cent.	
		1865 - -	4 *s.* 6 *d.* - - - - - - - -	15 8	100,130 - -	7½ per cent.	
South Shields Gas Company	South Shields Gas Act, 1857 -	1864 - -	3 *s.* 8 *d.* - - - - - - - -	5 8	29,785 - -	9 per cent.	
		1865 - -	3 *s.* 8 *d.* - - - - - - - - With a discount of— per qr. 10 per cent. to consumers burning 100,000 15 per cent. - ditto - - 200,000 20 per cent. - ditto - - 300,000 25 per cent. - ditto - - 400,000 30 per cent. - ditto - - 500,000 and upwards.	6 6	35,000 - -	8 per cent.	
Sowerby Bridge Gas Works (Local Board of Health).	-- The Sowerby Bridge Gas Company was established by Deed of Settlement in the year 1835, and was registered in the year 1856, under the provisions of the Joint Stock Companies Act, 1856; and in the year 1861 a special Act of Parliament was obtained, called "The Sowerby Bridge Gas Act,	1864 and 1865	4 *s.* 2 *d.* - - - - - - - -	9 10	- - - -	- - - -	(*a*) The works are now the property of the Sowerby Bridge Local Board of Health, having been purchased from the Gas Company in July 1861.

	Lands Clauses Act, 1845; Gasworks Clauses Act, 1847.	1865 - -	4 *s.* 2 *d.* to 3 *s.* 3 *d.* - - - - -	9 6	21,333 6 8	per cent. on 3,000 *l.* - - ditto.	
Stalybridge Gas Company	5 Vict. c. 7; and 18 Vict. c. 8	1864 - -	3 *s.* to 4 *s.* - - - - - - -	15 -	52,000 - -	- - 10 per cent. on 20,000 *l.*, and 8 per cent. on remainder of fixed capital.	
		1865 - -	3 *s.* to 4 *s.* - - - - - - -	16 4	54,000 - -	- - ditto.	
Stamford and St. Martin's Stamford Baron Gaslight and Coke Company.	4 Geo. 4, c. 101 (1823) - -	1864 - -	5 *s.* - - - - - - - -	12 3	11,250 - -	8 per cent.	
		1865 - -	4 *s.* 6 *d.* - - - - - - -	11 9	11,250 - -	9 per cent.	
Stockport (Corporation of) Gasworks.	- - Purchased under a Local Act, 4 Vict. 1837.	To June 1865	3 *s.* 6 *d.* to 4 *s.* - - - - - -	17 4 All cannel.	70,000 - -	- - (*b*) - -	(*b*) The gasworks are Corporation property, therefore there are no shareholders to receive dividend.
		Since June last.	- - 3 *s.* to 3 *s.* 6 *d.* (according to the quantity consumed by each consumer).				
Stoke Fenton and Longton Gas Company.	- - Incorporated 21 Vict. c. 40 (1858).	1864 - -	4 *s.* 3 *d.* - - - - - - -	8 4 Coal; 9 - Cannel.	29,000 - -	10 per cent.	
		1865 - -	4 *s.* 3 *d.* - - - - - - -	8 4 Coal; 11 - Cannel.	31,254 - -	10 per cent.	
Stourbridge Gaslight Company.	- - - - - - -	1864 - -	Not exceeding 30,000 per quarter - 3 *s.* 9 *d.* 30,000 and not exceeding 60,000 - - „ - - 3 *s.* 6 *d.* 60,000 and not exceeding 100,000 - - „ - - 3 *s.* 3 *d.* Exceeding 100,000 - „ - - 3 *s.*	11 6	- - 600 shares at 25 *l.* each, all paid, 15,000 *l.*	None.	
		1865 - -	Same charges as in 1864 - - - -	11 -	- - 600 shares at 25 *l.* each, all paid, 15,000 *l*	2½ per cent.	
Stratford-upon-Avon Gas Company.	- - The Stratford-upon-Avon Gas Act, 1857; The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; The Gas Works Clauses Act, 1847.	1864 and 1865	5 *s.* - - - - - - - - -	15 -	6,750 - -	- - 3,750 *l.* at 10 per cent., and 3,000 *l.* at 5½ per cent.	
Sunderland Gas Company -	20 & 21 Vict. c. 7 - -	1864 - -	3 *s.* 9 *d.* to 3 *s.* - - - - - -	6 6	113,000 - -	8 per cent.	
		1865 - -	3 *s.* 6 *d.* to 3 *s.* - - - - - -	7 -	113,600 - -	8½ per cent.	
Swansea Gas Light Company.	- - Swansea Gas Act, 1830; Swansea Gas Act, 1861; Companies Clauses, 1845; Lands Clauses, 1845; and Gas Works Clauses, 1847.	1864 and 1865	- - 3 *s.* 10 *d.* to the Local Board of Health, and 4 *s.* to private consumers.	About 12 - mixed with Cannel.	- - 1,520 shares of 25 *l.*, 38,000 *l.*; borrowed capital, 8,500 *l.*, at 5 per cent.	- - 10 *l.* per cent. per annum on the 240 original shares; and 7 *l.* 10 *s.* on remainder.	

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued.*

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
				s. d.	£. *s. d.*		
ENGLAND AND WALES—Provincial Gas Companies—*continued.*							
Taunton Gas Light and Coke Company.	The Taunton Gas Act (1845), 8 & 9 Vict. c. 67, L. and P.; The Taunton Gas Act (1846), 9 Vict. c. 15, L. and P.; The Taunton Gas Act (1855), 18 & 19 Vict. Sess. 1854–5, L. and P.	1864 and 1865	4 *s.* 6 *d.*	16 –	2,800 shares, at 5 *l.* paid up, 14,000 *l.*; 2,800 5 *l.* shares, on which 2 *l.* per share has been paid, 5,600 *l.*; mortgage debt, 7,166 *l.*	8 per cent., free from income tax.	
Torquay Gas Company	23 & 24 Vict.; and 28 & 29 Vict.	March 1864 to March 1865.	Tormoham, 5 *s.*; St. Mary Church, 5 *s.* 6 *d.*	18 –	21,800 – –	10 per cent.	
Uxbridge and Hillingdon Gas Consumers' Company.	The Uxbridge Gas Act, 1861 (24 Vict. c. 53).	1864 and 1865	5 *s.* 6 *d.*, 6 *s.*, and 7 *s.*, according to the distance from the works, the greater portion at 5 *s.* 6 *d.*	– (*a*) –	18,680 – –	7½ per cent. per ann.	(*a*) No means of estimating the average price of coal, as the Company contract for the making of their gas, at per 1,000 cubic feet, the contractor finding all coals, &c. for that purpose.
Wakefield Gas Light Company.	10 & 11 Vict. c. 199; and 19 Vict. c. 20.	1864 –	3 *s.* 4 *d.*	5 6	43,300 – – 10,740 – –	10 per cent. (old). 7½ per cent. (new).	
		1865 –	3 *s.* 4 *d.*	6 –	43,300 – – 10,740 – –	10 per cent. (old). 7½ per cent. (new).	
Warrington Gas Light and Coke Company.	10 & 11 Vict. c. 44 (1847); 8 & 9 Vict. c. 19 (1845); 10 & 11 Vict. c. 15 (1847); and 8 & 9 Vict. c. 18 (1845).	1864 –	3 *s.* 7 *d.* to 4 *s.* 6 *d.*	11 9	31,486 – –	10 per cent.	
		1865 –	3 *s.* 5 *d.* to 4 *s.* 6 *d.*	11 9	31,500 – –	10 per cent.	
Warwick Gas Light Company.	3 Geo. 4, c. 29, 15th May (1822)	1864 –	5 *s.* and 4 *s.* 6 *d.*	14 11	15,000 – –	10 per cent. per ann.	
		1865 –	4 *s.* 6 *d.*	15 1	15,000 – –	10 per cent. per ann.	
Wellington (Salop) Improvement Commissioners.	There is no Gas Company in Wellington established by Act of Parliament.	—	—	—	—	—	(*b*) The price of coal is no criterion of cost, inasmuch as the residual products therefrom only realise 10 per cent, while in some places nearly the whole cost of the coal is returned to the Company by the sale of products—Birmingham, for example.
Wells (Somerset) Gas Light Company.	An Act for Lighting with Gas the City or Borough of Wells, in the County of Somerset, the Liberty of St. Andrew, and Suburbs of the said City or Borough. Received the Royal Assent, 9th April 1832.	1864 –	6 *s.*	7 2 (*b*)	4,000 *l.* share capital; 1,300 *l.* mortgage debt. (*c*)	8 per cent.	(*c*) The works have been enlarged to thrice their original extent, and new gas holders and apparatus added, at an additional cost of 1,831 *l.* 19 *s.* 2 *d.* up to the year 1865, while further additions are now being made. This amount is additional capital, on which no dividend is payable, but has been expended to meet the requirements of the public, and would otherwise have been applicable for the purposes of a reserve fund, and for increasing the dividends.
		1865 –	5 *s.*	8 6 (*b*)	4,000 *l.* share capital; 1,300 *l.* mortgage debt. (*c*)	8 per cent.	
Weston-super-Mare Gas Light Company.	18 & 19 Vict. c. 81, Weston-super-Mare Gas Light Act, 1855; and 24 & 25 Vict. c. 116, Weston-super-Mare Gas Light Act, 1861.	1864 –	Mean price, with discounts off, 5 *s.* 4 *d.*	About 13 *s.* 9 *d.*	10,460 5 – (*d*)	7½ per cent. per annum; 10 per cent. per annum on A shares, less income-tax; and 7½ per cent. per annum on B and C shares, less income-tax.	(*d*) This sum is the actual amount paid up in respect of shares. In addition 2,000 *l.* has been borrowed at 5 per cent. per annum inte-

	Lands Clauses Act, 1845; and the Gas Works Clauses Act, 1847.	to 30th June 1865.	annum, with a discount in each case of 10 per cent. if paid for within one calendar month after delivery of account. In the outer townships, beyond the mile radius, 5 *s.* 6 d. to all consumers, with a discount of 10 per cent. to ordinary, and 20 per cent. to consumers at or above 150,000 feet per annum.			
		From 30th June to 31st December 1865.	- - To ordinary consumers, 3 *s.* 9 *d.*; consumers at or above 150,000 feet, 3 *s.* 4½ *d.*; outside the mile radius, 5 *s.* and 4 *s.* 6 *d.* respectively, with a discount of 10 per cent. in each case.	11 9	5,627 4 1	Average 7½ per cent.
Willenhall Gasworks -	20 & 21 Vict. Sess. 2 (1857) -	1864 and 1865	4 *s.* 2 *d.*, 3 *s.* 10 *d.*, and 3 *s.* 6 *d.* - -	12 6	10,404 - -	8 per cent.
Windermere District Gas Company.	- - - - - - -	1864 - -	7 *s.*, subject to 5 per cent. discount - -	18 4	5,000 - - Paid up capital; 1,000 - - Loans on mortgage.	4 per cent.
		1865 - -	7 *s.*, subject to 5 per cent. discount - -	19 -	5,000 - - Paid up capital; 1,000 - - Loans on mortgage.	8½ per cent.
Wolverhampton Gaslight Company.	- - June 1820 and May 1847; and reconstituted by an Act passed 3rd May 1852.	1864 - -	2 *s.* 9 *d.*, 3 *s.*, and 3 *s.* 4 *d.* - - -	10 6 to 16 -	81,168 - -	10 per cent.
		1865 - -	2 *s.* 9 *d.* and 3 *s.* - - - - -	10 6 to 17 -	85,616 - -	10 per cent.
Worcester New Gas Company.	- - 9 & 10 Vict. c. 217; and 11 Vict. c. 15.	1864 - -	4 *s.* 6 *d.* - - - - - - - -	13 8	- - 25,000 *l.* authorised; 24,000 *l.* called up.	10 per cent.
		1865 - -	4 *s.* - - - - - - - - -	13 8½	- - 25,000 *l.* authorised; 24,000 *l.* called up.	10 per cent.
Worksop Gas Company -	5 June 1856 (19 Vict. c. 21) -	1864 and 1865	5 *s.* - - - - - - - - -	11 6	13,200 - -	- - 8 per cent. on old shares; and 7 per cent. on new.
Yarmouth (Great) Gas Company.	- - The Yarmouth Gas Act, 1863, with which is incorporated The Companies Clauses Consolidation Act, 1845; The Lands Clauses Consolidation Act, 1845; The Gasworks Clauses Act, 1847; and The Lands Clauses Consolidation Act Amendment Act, 1860.	1864 - -	4 *s.* 6 *d.* - - - - - - - -	12 10	30,000 - -	8½ per cent.
		1865 - -	4 *s.* 6 *d.* - - - - - - - - (A discount of 5 per cent. allowed on accounts amounting to 20 *l.* per annum, and 10 per cent. on accounts amounting to 200 *l.* and upwards per annum.)	13 11¼	30,000 - -	8½ per cent.
York United Gas Light Company.	7 & 8 Vict. c. 74, Sess. 1844 -	1864 - -	3 *s.* 6 *d.* - - - - - - - -	8 10	69,000 - -	10 per cent.
		1865 - -	3 *s.* 6 *d.* - - - - - - - -	9 2	75,000 - -	10 per cent.

RETURN or Statement, from every Gas Company established by Act of Parliament in the United Kingdom, for the Years 1864 and 1865—*continued.*

SCOTLAND.

NAME OF COMPANY.	Acts of Parliament under which Established.	Years.	Rates per 1,000 Cubic Feet at which the Gas has been Supplied in each Year.	Price of Coals in each Year, per Ton.	Amount of Fixed Capital.	Rate per Cent. of Dividend in each Year.	REMARKS.
				s. *d.*	£. *s.* *d.*		
Dundee Gas Light Company.	11 Geo. 4, c. 36 - - -	- - Jan. 1864 to May 1865.	4 *s.* 10 *d.* - - - - - - - -	20 7	65,145 6 1	2 *l.* per share (*a*) -	(*a*) There are 1,250 shares of the Company, and the sum paid in dividends in each of the years 1864 and 1865, was 2 *l.* per share.
		May to Dec. 1865.	4 *s.* 8 *d.* - - - - - - - - Subject to the following discounts on yearly accounts:— Under 30 *l.* - - - - Nil. 30 *l.* to 40 *l.* - - 2½ per cent. 40 *l.* to 70 *l.* - - 5 „ 70 *l.* to 100 *l.* - - 7½ „ 100 *l.* and upwards - 10 „	21 –	65,145 6 1	2 *l.* per share. (*a*)	
Edinburgh Gas Light Company	- - Act 58 Geo. 3, c. 67 (23rd May 1818); Act 10 Geo. 4, c. 2 (23rd March 1829); and Act 3 Vict. c. 13 (23rd March 1840.)	- - From 15 May 1864.	4 *s.* 7 *d.* to 3 *s.* 9 *d.* - - - - -	17 2½	150,000 – –	10 *l.* per cent.	
		From 15 May 1865.	4 *s.* 4 *d.* to 3 *s.* 7⅞ *d.* - - - - -	18 8	150,000 – –	10 *l.* per cent.	
Edinburgh and Leith Gas Light Company.	3 Vict., 1840 - - -	1864 - -	4 *s.* 7 *d.* to 3 *s.* 9 *d.* - - - - -	16 7¼	108,000 – –(*b*)	- - 8 per cent., less income tax. (*c*)	(*b*) The Company's subscribed capital is 150,000 *l.*, of which only 108,000 *l.* is paid up; but they have borrowed under the powers contained in their Act of Parliament, 27,500 *l.*
		1865 - -	4 *s.* 7 *d.* to 3 *s.* 9 *d.* - - - - -	16 10½	108,000 – –(*b*)	- - 8 per cent., less income tax. (*c*)	(*c*) Owing to the reduction in the price of gas to 4 *s.* 4 *d.* during the current year, 1865-66, and the greatly increased cost of coal and workmen's wages, the directors will be compelled to declare a much lower rate of dividend in July next.
Glasgow City and Suburban Gas Company.	- - 6 & 7 Vict. c. 58; 20 & 21 Vict. c. 80.	1863-64 -	4 *s.* 7 *d.* - - - - - - -	13 3	- - 150,000 *l.* under Act 6 & 7 Vict. c. 58; 50,000 *l.* under Act 20 & 21 Vict. c. 80; in all, 200,000 *l.* sterling.	- - 10 per cent. on old and 7½ per cent on new stock. These rates are limited.	
		1864-65 -	4 *s.* 2 *d.* - - - - - - - These prices are subject to discount at the following rates, on an annual consumption of gas on the same premises:— 4 *l.* and under 20 *l.*, 5 per cent. discount. 20 *l.* and under 100 *l.*, 10 per cent. discount. 100 *l.* and upwards, 15 per cent. discount.	13 –	- - ditto.		
Glasgow Gas Light Company.	- - 57 Geo. 3, c. 41 (1817); 3 Geo. 4, c. 80 (1822); 6 Geo. 4, c. 35 (1825); 7 Geo. 4, c. 38 (1826); 20 & 21 Vict. c. 35 (1857); 26 Vict. c. 7 (1863.)	1864 - -	4 *s.* 2 *d.* - - - - - - -	14 10⅛	175,000 – –(*d*)	- - 10 per cent. on 150,000 *l.*, and 7½ per cent. on 25,000 *l.*	(*d*) The amount of capital authorised by the Company's Acts of Parliament is 215,000 *l.*; 150,000 *l.*, of which to bear dividends not exceeding 10 per cent., and 65,000 *l.* (created in 1857), not exceeding 7½ per cent. This column shows the amount of stock actually issued and paid up.
		1865 - -	4 *s.* 2 *d.* - - - - - - - The prices stated in this column have been subject to discounts varying from 5 to 15 per cent., according to the quantity consumed, viz.:— On accounts of 4 *l.* and under 20 *l.* per annum, 5 per cent discount.	14 6¾	190,000 – –(*d*)	- - 10 per cent. on 150,000 *l.*, and 7½ per cent. on 40,000 *l.*	

Company.							
		1865 -	5 *s.* - - - - - - - - -	15 11½	- Fixed capital, 8,000 *l.*; borrowing powers, 2,000 *l.*	8 per cent.	
Inverness Gas and Water Company.	- - The Inverness Gas and Water Act, 1847, with which is incorporated, The Companies Clauses (Scotland), Act, 1845; The Waterworks Clauses Act, 1847; and The Gasworks Clauses Act, 1847.	1864 -	7 *s.* 6 *d.* - - - - - - - -	27 -	24,000 - -	7½ per cent.	
		1865 -	7 *s.* 6 *d.* - - - - - - - -	26 6	24,000 - -	7½ per cent.	
Kilmarnock Gas Light Company.	- - 18 Vict. c. 55 (15th June 1855), and the following Acts of Parliament were incorporated with it; The Companies Clauses Consolidation (Scotland) Act, 1845; The Gasworks Clauses Act, 1847; and The Lands Clauses Consolidation (Scotland) Act, 1845.	1864 -	5 *s.* 5 *d.* - - - - - - - -	14 4½	- - The amount of fixed capital by the Act was 15,000 *l.*; but the present capital was increased to 24,000 *l.*, power being contained in the Act to that effect.	- - The rate per cent. of dividend for 1864 on the stock under the Act was 8¾, and on the increased capital 7½ per cent.; in 1865, 10 per cent. on the old shares and 7½ per cent. on the new shares, income tax being deducted in each case.	
		1865 -	5 *s.* - - - - - - - - - (Discounts are given to consumers of 10 *l.* annually, 5 per cent.; 20 *l.*, 10 per cent.; 100 *l.* and upwards, 15 per cent.)	15 -¼	- - ditto.		

IRELAND.

Belfast Gas Light Company.	- - 15 Vict. c. 15; 28 & 29 Vict. c. 96.	1864 - -	3 *s.* 4 *d.* to 4 *s.* 2 *d.* - - - - -	14 8	105,000 - -	10 *l.* per cent.	
		1865 - -	3 *s.* to 3 *s.* 9 *d.* - - - - - -	15 2	126,270 - -	- - 10 *l.* per cent. on old capital; 7 *l.* per cent. on new.	
Londonderry Gas Light Company.	- - No special Act under which established.	1864 - -	5 *s.* - - - - - - - - -	16 1	33,000 - -	6 per cent. per annum.	
		1865 - -	5 *s.* - - - - - - - - -	16 6	33,000 - -	6 per cent. per annum.	
Sligo Gas Light Company -	- - The Companies Clauses Consolidation Act, 1845; The Gas Works Clauses Act, 1847; The Lands Clauses Consolidation Act, 1845; and the special Act 18 & 19 Vict. c. 137 (1855.)	1864 and 1865	6 *s.* 3 *d.* - - - - - - - -	18 -	9,000 - -	8 per cent. per annum.	

LIST of PLACES from which no Returns have been received.

ENGLAND AND WALES:

Burnham.

Chatham, Rochester, &c.

Coventry.

Darlington, &c.

Droylsden.

Hayfield.

Huddersfield.

Isle of Thanet.

Leamington.

Lincoln.

Mansfield.

Margate.

Mirfield.

ENGLAND AND WALES—*continued.*

Newport (Isle of Wight).

Plymouth Oil Gas Company.

Pontypridd.

Poplar Gas Light Company.

Stockton.

Western Gas Light Company.

West Ham.

Weymouth.

Whitechapel.

SCOTLAND:

Paisley.

IRELAND:

Cork.

Waterford.

GAS COMPANIES.

RETURNS from Gas Companies established by Act of Parliament in the United Kingdom, stating the several Acts of Parliament under which Established; the Rates per 1,000 Cubic Feet at which Gas has been supplied in the Years 1864 and 1865; and the Average Price of the Coal used in each Year for the same Period; also, stating the Amount of Fixed Capital invested by each Gas Company, and the Rate per Cent. of Dividend to the Shareholders or Proprietors on their Shares in each Year (in continuation of Parliamentary Paper, No. 55, of Session 1865).

(*Captain Gridley.*)

Ordered, by The House of Commons, *to be Printed,*
7 *August* 1866.

4 Sh.

Under 3 oz.

HOPS.

RETURN to an Order of the Honourable The House of Commons, dated 20 April 1866;—*for*,

RETURNS "of the Quantity of HOPS Imported into the UNITED KINGDOM for the Year ending the 30th day of September 1865, distinguishing the Ports where Imported, and the Countries whence Exported:"

"Of the Quantity of FOREIGN HOPS Exported from the UNITED KINGDOM, from and to the same date, distinguishing the Countries to which the same have been Exported, and the Quantities to each Country:"

"And, of the Quantity of BRITISH HOPS Exported from and to the same date, distinguishing the Countries to which the same have been Exported; and also, the Quantities to each Country, with the dates of the Years in which the HOPS were grown (in continuation of Parliamentary Paper, No. 287, of Session 1864)."

AN ACCOUNT of the Quantity of HOPS Imported into the UNITED KINGDOM, for the Year ending the 30th day of September 1865, distinguishing the Ports where Imported, and the Countries whence Exported.

		Quantity of Foreign Hops Imported into the United Kingdom in the Year ending 30th September 1865.
		Cwts.
Ports into which imported	London	49,252
	Folkestone	699
	Goole	47
	Grimsby	1,323
	Hartlepool	41
	Harwich	651
	Hull	2,911
	Liverpool	19,967
	Newcastle	54
	Newhaven	534
	Southampton	462
	Weymouth	40
	Leith	515
	Glasgow	148
	Grangemouth	426
		77,070
Countries from which imported	Russia, ports on the Baltic	130
	Schleswig, Holstein, and Lauenburg	120
	Prussia	437
	Hanover	94
	Hamburg	8,090
	Bremen	10,788
	Holland	8,223
	Belgium	8,701
	Channel Islands (foreign produce)	40
	France, ports without the Mediterranean	10,720
	Canada	178
	Nova Scotia and Cape Breton	32
	United States, North Atlantic Ports	29,517
		77,070

AN ACCOUNT of the Quantity of FOREIGN HOPS Exported from the UNITED KINGDOM, for the Year ending the 30th day of September 1865, distinguishing the Countries to which the same have been Exported, and the Quantities to each Country.

COUNTRIES TO WHICH EXPORTED.	Quantity of Foreign Hops Exported from the United Kingdom in the Year ending 30th September 1865.
	Cwts.
Sweden	124
Norway	4
Prussia	10
Hamburg	269
Bremen	42
Holland	79
Belgium	2,089
France	112
Malta	5
Victoria	182
New Zealand	19
United States	1,832
Brazil	69
TOTAL	4,836

AN ACCOUNT of the Quantity of BRITISH HOPS Exported from the UNITED KINGDOM, for the Year ending the 30th day of September 1865, distinguishing the Countries to which the same have been Exported, and also the Quantities to each Country.

COUNTRIES TO WHICH EXPORTED.	Quantity of British Hops Exported from the United Kingdom in the Year ending 30th September 1865.
	Cwts.
Russia	29
Prussia	20
Sweden	131
Hanover	106
Hamburg	67
Holland	591
Belgium	1,972
Channel Islands	393
France	322
Portugal, Azores, and Madeira	30
Gibraltar	17
Malta	15
Egypt	87
British Possessions in South Africa	119
British India	163
Australia	10,609
British North America	207
United States (North Atlantic Ports)	381
New Granada	10
Peru	15
Brazil	44
States of the Argentine Confederation	50
Other Countries	47
TOTAL	15,425

NOTE.—In this account of British hops exported since the repeal of the duty, it has not been possible to exhibit the dates of the years in which the hops were grown, no information on that point being afforded by the entries passed at the Custom House.

Office of the Inspector General of Imports and Exports, Custom House, London, 1 May 1866.

John A. Messenger.

RETURNS of the Quantity of Hops Imported into the United Kingdom for the Year ending 30 September 1865, distinguishing the Ports where Imported and the Countries whence Exported; of the Quantity of Foreign Hops Exported from the United Kingdom during the same Period; and of the Quantity of British Hops Exported during the same Period, &c.

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed,*
4 *May* 1866.

JOINT STOCK COMPANIES.

RETURN to an Order of the Honourable The House of Commons, dated 4 June 1866;—*for*,

RETURNS "of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is Divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all JOINT STOCK COMPANIES Formed since the 31st day of May 1864 to the 31st day of May 1866; distinguishing whether the Companies are Limited or Unlimited, and also the Number of Shareholders in each of the said Companies, at Date of last Return, and whether still in Operation, or being Wound up:"

"And, the Total Number Registered in the City of *London*, or within Five Miles of the General Post Office (in continuation of Parliamentary Paper, No. 452, of Session 1864)."

(*Mr. Lusk.*)

Ordered, by The House of Commons, *to be Printed*,
20 *July* 1866.

RETURNS of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all JOINT STOCK COMPANIES Formed since the 31st day of May 1866; distinguishing whether the Companies are Limited or Unlimited, and also Number of Shareholders in each of the said Companies at Date of last Return, and whether still in Operation, or being Wound up:—And, the Total Number Registered in the City of *London*, or within Five Miles of the General Post Office (in continuation of Parliamentary Paper, No. 452, of Session 1864).

IN ENGLAND.

I.—COMPANIES Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:			1864:			£.			£. s. d	£. s. d.		
3,475	Scottish and Universal Finance Bank (Limited).	Banking generally - - -	85 and 86, Cheapside, E.C., London.	1 June	7	177	1,000,000	20,000	177	No return	No return -	7	Being wound up.
3,476	Alcester Printing and Publishing Company (Limited).	Printing and publishing a weekly newspaper at Alcester.	High-street, Alcester, Warwickshire.	2 June	13	65	150	150	65	- ditto -	- ditto -	13	Supposed to be still in operation.
3,477	Silver Mining Company of Norway (Limited).	Silver mining, in Norway - -	7, Skinner-place, Size-lane, E.C., London.	2 June	7	7	150,000	60,000	7	- ditto -	- ditto -	7	- ditto.
3,478	Chilian Mining and Trading Company (Limited).	Working mines in Chili - -	Mines Royal Offices, 83, Upper Thames-street, E.C.	2 June	7	301	340,000	17,000	301	- ditto -	- ditto -	301	- ditto.
3,479	Plas-yn-Mhowys Coal Cannel and Ironstone Company (Limited).	Mining, in the county of Flint -	Plas-yn-Mhowys, Trydyn, Flint.	3 June	10	500	10,000	1,000	500 430	10 - - 1 - -	5,421 15 -	15	Still in operation.
3,480	St. James's Club Chambers Company (Limited).	Providing residential accommodation for members of clubs.	Not stated - - -	3 June	7	214	75,000	7,500	214	No return	No return -	214	Supposed to be still in operation.
3,481	Linoleum Manufacturing Company (Limited).	The manufacture and sale of linoleum, or oxidised oil, or other waterproofing varnish, or compound oil.	67, Newgate-street, London, E.C.	4 June	7	570	30,000	3,000	1,640 802	7 10 - 10 - -	19,960 - -	40	Still in operation.
3,482	Ramsgate Victoria Hotel Company (Limited).	Carrying on an hotel at Ramsgate.	114, Gresham-house, Old Broad-street, London, E.C.	6 June	7	52	60,000	3,000	1,044	5 - -	1,715 - -	26	- ditto.
3,483	Pilling Field Mill Company (Limited).	Carrying on the business of the Pilling Field Mill at Burnley, Lancaster.	Aqueduct-street, Burnley, Lancashire.	6 June	8	98	25,000	100	100	125 - -	12,500 - -	7	- ditto.
3,484	Hadley and Trench Gas Company (Limited).	Supplying Hadley and the Trench, in the county of Salop, with gas.	Church-street, Wellington, Salop.	6 June	7	100	3,000	600	400	5 - -	2,000 - -	35	- ditto.
3,485	County Hotel and Wine Company (Limited).	Carrying on the business of the County Hotel, at Carlisle.	Court-square, Carlisle -	6 June	7	590	60,000	1,200	1,200	25 - -	30,000 - -	35	- ditto.
3,486	West Bournemouth Land and Cliffe Hotel Company (Limited).	Carrying on the business of hotel keepers, in the county of Dorset.	7, Pope's Head-alley, Cornhill, E.C., London.	7 June	7	230	100,000	10,000	230	No return	No return -	7	Supposed to be still in operation.
3,487	Lantwit Coal Company (Limited).	Raising and selling coal and coke.	Mount-street Chambers, Bute-street, Cardiff.	7 June	7	500	5,000	500	500	6 8 -	3,200 - -	17	Still in operation.
3,488.	Correspondent Newspaper Company (Limited).	Printing and publishing a newspaper, to be called "The Cor-	61, Lincoln's-inn Fields, London.	7 June	7	7	20,000	4,000	7	No return	No return -	7	Supposed to be still in operation.

3,490	Titanium Ore Company (Limited).	Mining for Titanium ore at Egersund and Soggondal in Norway	1, Temple-row West, Birmingham.	8 June	7	335	50,000	2,500	149 863 50	3 – – 20 – – 5 – –	17,510 – –	24	- ditto.
3,491	Alexander Hotel, Penmaenmaur, Carnarvonshire, Company (Limited.)	Erecting and carrying on the business of an hotel at Penmaenmaur.	Not stated - - -	8 June	9	49	35,000	3,500	49	No return	No return -	9	Supposed to be still in operation.
3,492	Oxfordshire and Berkshire Aërated Bread Company (Limited).	Manufacturing, selling and dealing in bread, biscuit, flour, &c. in Oxfordshire and Berkshire.	14, Buckingham-street, Strand, W.C.	9 June	7	7	20,000	2,000	620	8 – –	4,613 – –	40	Still in operation.
3,493	Hawarden Gas and Coke Company (Limited).	Supplying Hawarden, in Flint, with gas.	Hawarden, Flint - -	9 June	19	124	1,500	300	124	No return	No return -	19	Supposed to be still in operation.
3,494	Thanet Coal Company (Limited).	Carrying on the business of coal merchants, in Kent.	Queen-street, Ramsgate, Kent.	9 June	9	9	1,000	100	46	10 – –	470 – –	21	Being wound up.
3,495	Moldavian Petroleum Company (Limited).	Collecting and dealing in earth oils found in Moldavia.	66, Bishopsgate-street Within, E.C., London.	11 June	7	35	120,000	12,000	35	No return	No return -	7	Supposed to be still in operation.
3,496	Italian Land Company (Limited).	Acquiring and investing capital in land in Italy.	16, Leadenhall-street, London, E.C.	13 June	8	320	1,500,000	30,000	20,000	10 – –	199,500 – –	68	Still in operation.
3,497	Birmingham Alliance Fire Insurance Company (Limited).	Fire insurance in all its branches	104, New-street, Birmingham.	14 June	7	700	500,000	20,000	9,900	1 – –	9,900 – –	257	- ditto.
3,498	Farmers' Manure Company (Limited).	Making artificial manures -	Not stated - - -	14 June	9	80	4,000	400	352	6 – –	2,087 – –	49	- ditto.
3,499	City Terminus Hotel Company (Limited).	Building, fitting up, and carrying on an hotel at the City terminus of the Charing-cross railway at Cannon-street.	15, Duke-street, Adelphi, London, W.C.	14 June	7	310	140,000	14,000	2,486	2 – –	4,972 – –	40	- ditto.
3,500	Hunstanton-street, St. Edmunds, Hotel Company (Limited).	Erecting and carrying on an hotel at Hunstanton, Norfolk.	6, Bridge-street, Westminster, S.W.	14 June	11	230	30,000	3,000	230	No return	No return -	11	Supposed to be still in operation.
3,501	North Western Loan and Discount Company (Limited).	Lending money and discounting bills.	25, Islington-terrace, Islington, Liverpool.	14 June	10	420	20,000	2,000	1,093	3 – –	2,439 – –	63	Still in operation.
3,502	Hampshire Advertiser County Newspaper and Printing and Publishing Company (Limited).	Purchasing the copyright of, and publishing the newspaper called the "Hampshire Advertiser."	28, High-street, Southampton.	14 June	7	380	12,000	1,200	1,200	8 – –	10,000 – –	50	- ditto.
3,503	New Zealand Flax Company (Limited).	Preparing the "Formium Senax," or New Zealand Flax.	19, Warwick-street, Westminster, S.W.	14 June	7	285	8,000	400	400	20 – –	8,000 – –	15	- ditto.
3,504	Tanning Company (Limited) -	Tanning, and trading in hides, skins, &c.	37, Great George-street, Bermondsey, Surrey.	15 June	7	1,680	100,000	20,000	2,318	5 – –	11,485 – –	44	- ditto.
3,505	Kirkless Hall Steam Navigation Company (Limited).	Building, purchasing, or otherwise acquiring and sailing, &c. ships and vessels.	95, Old Hall-street, Liverpool.	15 June	17	1,000	25,000	1,000	1,000	No return	No return -	17	Wound up.
3,506	Wilnecote Collieries and Blue or Iron Brick Company (Limited).	Raising and manufacturing brick earth, clay, ironstone, coal, &c. at Wilnecote, Warwickshire.	11, Abchurch-lane, E.C.	16 June	7	700	100,000	10,000	700	- ditto -	- ditto -	7	Being wound up.
3,507	Bedford Pantechnicon Company (Limited).	Purchasing and carrying on the business of the Bedford Pantechnicon, in the Tottenham-court-road.	194, Tottenham-court-road.	16 June	8	400	50,000	5,000	1,829 714	6 – – 7 – –	14,521 13 11	80	Still in operation.
3,508	Washoe United Consolidated Gold and Silver Mining Company (Limited).	Gold and silver mining in Washoe and Humboldt, both in Nevada Territory, United States.	70, Cannon-street West, E.C.	17 June	7	1,100	100,000	20,000	20,000	5 – –	94,910 – –	440	- ditto.
3,509	Patent Fibre Company (Limited).	Manufacturing paper, &c. from a peculiar "vegetable fibre" found in Devonshire.	3, Barned's-buildings, Sweeting-street, Liverpool.	17 June	7	23	6,000	120	23	No return	No return -	7	Dissolved, and a new company registered in its place.
3,510	Llandilo Gas Company (Limited).	Supplying the town of Llandilo and its neighbourhood with gas.	Rhosmaen-street, Llandilo, Carmarthen.	17 June	7	70	2,000	400	70	- ditto -	- ditto -	7	Supposed to be still in operation.
3,511	Ashton Vale Iron Company (Limited).	Purchasing and working the Ashton Vale Coal and Iron Works, at Long Ashton, Somerset.	Albion-chambers, Bristol	17 June	8	420	150,000	6,000	1,662 128	15 – – 10 – –	24,247 10 –	114	Still in operation.

I.—Companies formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as as Limited Companies—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1864:			£.			£. s. d.	£. s. d.		
3,512	Southern Fire Insurance Company (Limited); subsequently called "The Mercantile, Professional, and General Fire Insurance Company (Limited)."	Fire insurance - - -	9, Clare-street, Bristol -	17 June	7	7	2,000	40	40	No return	No return -	7	Dissolved, and a new Company, bearing same name, registered in its place.
3,513	Southern Life Insurance and Guarantee Company (Limited), subsequently called "The Mercantile, Professional, and Guarantee Insurance Company (Limited)."	Life insurance and guarantee -	9, Clare-street, Bristol -	17 June	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
3,514	Halcombe & Company, Sack Contractors (Limited).	Acquiring and carrying on the business of Halcombe & Co., sack contractors.	30, Mark-lane, E.C., London.	18 June	7	2,150	100,000	10,000	8,716	4 - -	42,266 - -	182	Still in operation.
3,515	Torquay Co operative Building Society (Limited).	Acquiring land and building houses, &c., thereon.	37, Lower Union-street, Torquay.	20 June	8	40	5,000	5,000	371	1 - -	297 7 6	84	- ditto.
3,516	Refuge Friendly Society (Limited).	Life assurance and guaranteeing fidelity.	88, Astley-street, Dukinfield, Manchester.	20 June	7	155	25,000	12,500	320 17 9 450	2 - - 1 - - - 10 - - 5 -	765 10 -	17	- ditto.
3,517	Castle of Brecon Hotel Company (Limited).	Hotel keeping at Brecon - -	Not stated - - -	20 June	7	325	12,000	12,000	226 580	- 10 - - 6 -	5,580 - -	42	- ditto.
3,518	Knutsford Grand Stand Company (Limited).	Purchasing and erecting stands on the Knutsford racecourse -	King-street, Nether Knutsford, Chester.	20 June	8	47	3,000	600	275	5 - -	1,375 - -	39	- ditto.
3,519	Excursionists' Hotel Company (Limited).	Acquiring and carrying on an Hotel at Douglas, in the Isle of Man.	1, Islington, Liverpool -	20 June	8	25	500	100	25	No return	No return -	8	Supposed to be still in operation.
3,520	Mutual Bank of England Company (Limited).	Banking generally - - -	25, Moorgate-street, E.C., London.	20 June	7	7	2,000	2,000	7	- ditto -	- ditto -	7	- ditto.
3,521	Commercial Union Wine Company (Limited).	Dealing in wines and spirits -	9, Catherine-court, Seething-lane, E.C., London.	21 June	7	305	100,000	20,000	525 565	5 - - 2 - -	3,595 - -	16	Still in operation.
3,522	Gresham Chambers Company (Limited).	Purchasing No. 75, Old Broad-street, and rebuilding and rendering same suitable for offices.	21, Abchurch-lane, London, E.C.	21 June	7	35	50,000	2,000	600	12 10 -	7,500 - -	8	- ditto.
3,523	Nevin Granite Quarry Company (Limited).	Granite quarrying at Nevin, Caernarvonshire.	Not stated - - -	21 June	7	135	5,000	1,000	445	5 - -	2,212 10 -	14	Being ound up.
3,524	London Blacking Company (Limited).	Selling, making, and exporting blacking.	14, Rood-lane, E.C., City of London.	22 June	7	23	50,000	5,000	23	No return	No return -	7	Supposed to be still in operation.
3,525	Carthagena Cotton and Trading Company (Limited).	Growing cotton in Bolivar -	89, Foregate-street, Chester.	22 June	7	185	7,000	350	260	20 - -	5,200 - -	14	Still in operation.
3,526	Rosedale and Ferry Hill Iron Company (Limited).	Mining for coal, stone, limestone, ironstone, or iron ore, &c., at Rosedale, in the county of York.	34, Grey-street, Newcastle-on-Tyne.	23 June	8	4,310	750,000	75,000	60,000 15,000	10 - - Nil	600,000 - - Nil	8	- ditto.
3,527	Tyddyn Sheffrey Slate Quarry Company (Limited).	Purchasing and working the Tyddyn Sheffrey Estate and slate quarry in the parish of Llangelynn, Merioneth.	6, Great Winchester-street, E.C.	23 June	7	79	50,000	5,000	2,868	10 - -	28,244 - -	54	- ditto.
3,528	Oullwyn Iron Works and Swan-	Manufacturing iron for railway	2, Cambrian-place, Swan-	23 June	9	1,000	250,000	25,000	10,000	No return	No return -	9	Being wound up.

3530	Borokai Tea Company (Limited)	Cultivating tea in British India	150, Leadenhall-street, E.C., London.	24 June	7	350	100,000	10,000	3,815	7 - -	25,372 10 -	68	Still in operation.
3531	Imperial Mercantile Credit Association (Limited).	Negotiating loans of all descriptions.	27, Lombard-street, E.C.	24 June	7	700	5,000,000	100,000	100,000	5 - -	500,000 - -	1,090	- ditto.
3532	Opera Company (Limited) -	To establish and carry on an English Opera.	7, Bow-street, Covent Garden, W.C.	24 June	8	8	30,000	6,000	4,023 114	5 - - 3 - -	16,769 15 -	91	- ditto.
3533	European Fire Arms Company (Limited).	Making and selling fire arms, &c.	24, Great George-street, Westminster.	27 June	7	7	30,000	1,200	1,166	1 - -	728 15 -	11	- ditto.
3534	International Photo-Sculpture Company (Limited).	Purchasing, exercising, and letting licenses of the Patent for Photo-sculpture.	66, Marylebone-road, St. Pancras.	27 June	7	100	50,000	5,000	1,644	10 - -	11,658 - -	62	Being wound up.
3535	Bradford Steam Hammer and Engineering Company (Limited).	Making and selling steam hammers, tools, and machinery.	Globe Works, Hall-lane, Bradford, Yorkshire.	28 June	7	276	10,000	1,000	578	2 10 -	1,145 - -	17	Still in operation.
3536	La Villette and Pantin Land Company (Limited).	Acquiring and improving land at Pantin in France.	15, South-street, Finsbury-square, London, E.C.	28 June	8	6,007	150,000	7,500	6,000 7	Issued as paid up Nil	120,000 - - Nil	8	- ditto.
3537	Nottingham Manufacturing Company (Limited).	Spinning and Manufacturing textile fabrics and every kind of woven goods.	Not stated - - -	28 June	7	7	2,000	100	7	No return	No return -	7	Dissolved, and a new company bearing the same name registered in its place.
3538	Ebbw Vale Company (Limited)	Acquiring and working coal, iron, and other mines.	7, Lawrence Pountney Hill, E.C., London.	28 June	7	700	4,000,000	80,000	80,000	10 - -	798,355 - -	486	Still in operation.
3539	Hill Pottery Company (Limited)	Manufacturing and selling earthenware, china, &c.	Burslem, Staffordshire -	29 June	7	7	100,000	10,000	7	No return	No return -	7	Being wound up.
3540	The London (Limited) - -	Acquiring and carrying on the business now called "The London."	191, Fleet-street, E.C., London.	29 June	7	7	55,000	5,500	5,500	7 - -	38,200 - -	86	Still in operation.
3541	Blackburn New Theatre Company (Limited).	Acquiring and carrying on a theatre at Blackburn.	New Market-street, Blackburn.	29 June	7	149	5,000	1,000	149	No return	No return -	7	Supposed to be still in operation.
3542	Lichfield Malting Company (Limited).	Making and selling malt - -	Tamworth-street, Lichfield.	30 June	7	7	10,000	100	30	85 - -	2,550 - -	16	Still in operation.
3543	Cramer and Company (Limited)	Acquiring and carrying on the business of Cramer, Wood, & Company, of Regent-street.	201, Regent-street, Middlesex.	30 June	7	135	100,000	10,000	9,186	7 - -	63,404 - -	214	- ditto.
3544	Great Grimsby Mutual Marine Association (Limited).	Mutual ship insurance - -	Not stated - - -	30 June	7	As this Company is limited by guarantee, there is no capital to which these headings apply.							- ditto.
3545	Darwen Public Hall Company (Limited).	Erecting a public hall at Over Darwen.	Darwen, Lancashire -	30 June	8	545	12,000	12,000	545	No return	No return -	8	Supposed to be still in operation.
3546	Builth Gas and Coke Company (Limited).	Supplying Builth, in the county of Brecon, with Gas.	Builth, Brecnockshire -	30 June	9	112	1,600	320	320	5 - -	1,600 - -	73	Still in operation.
3547	West India Trading Company (Limited).	Purchasing, owning, and sailing ships and vessels.	Not stated - - -	30 June	7	29	400,000	4,000	29	No return	No return -	7	Supposed to be still in operation.
3548	Francis Morton and Company (Limited).	The manufacture and sale of galvanized and corrugated iron, iron wire, &c.	Naylor-street, Liverpool	1 July	7	335	50,000	500	500	45 - -	22,500 - -	10	Still in operation.
3549	Sardinia Company (Limited) -	Carrying on mercantile transactions with Sardinia.	58, Old Broad-street, E.C.	1 July	7	1,590	100,000	4,000	4,000	8 10 -	34,000 - -	9	- ditto.
3550	Colonial and General Gas Company (Limited).	Supplying the Colonies with gas.	9, Fenchurch-street, E.C., London.	1 July	7	7	250,000	10,000	2,050 336	20 - - 25 - -	43,945 - -	47	- ditto.
3551	Gas Products Utilizing Company (Limited).	Carrying on the business of the Metropolitan Alum Works at Bow Common, London.	10, Coleman-street, E.C.	2 July	7	350	150,000	15,000	7,500	7 - -	60,378 - -	92	- ditto.
3552	Natal Investment Company (Limited).	Promoting and improving the cultivation of lands, &c., at Natal, South Africa.	2, St. Michael's House, Cornhill, E.C.	2 July	7	140	500,000	10,000	3,444	10 - -	23,165 - -	68	- ditto.
3553	Regent Canal Iron Works Company (Limited).	Acquiring, carrying on the foundry and engineering works of Mr. H. Grissell, at the Regent's Canal, London.	Eagle, Wharf-road, Hoxton, N.	2 July	7	500	250,000	12,500	5,905	9 - -	47,575 - -	89	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	England—*continued.*			1864:		£.				£. s. d.	£. s. d.		
3,554	Hanley Hotel Company (Limited).	Carrying on an hotel at Hanley, Staffordshire.	Not stated - - -	2 July	7	200	20,000	4,000	200	No return	No return.	7	Supposed to be still in operation.
3,555	Express Penny Parcels Delivery Company (Limited).	Conveying and delivering goods	Not stated - - -	4 July	7	49	10,000	1,000	49	ditto -	- ditto -	7	Being wound up.
3,556	Constante Silver Mines Company (Limited).	Working mines of silver and argentiferous ores in Spain.	5, Queen-street Place, Upper Thames-street, London, E. C.	4 July	7	1,320	50,000	20,000	1,320	ditto -	- ditto -	7	Supposed to be still in operation.
3,557	Manchester Shipping Offices and Packet Company (Limited).	Building warehouses and offices, carrying on the business of makers-up and packers, and purchasing and selling goods on commission.	96, Crop-street, Manchester.	4 July	7	585	100,000	10,000	2,500	3 - -	5,657 - -	56	Still in operation.
3,558	St. Nazaire Company (Limited)	Buying lands at St. Nazaire, in France, and building on and letting same.	South Sea House, Threadneedle-street.	5 July	7	252	600,000	30,000	15,000	6 - -	77,325 - -	103	- ditto.
3,559	Bakers' Record and General Advertiser Newspaper Company (Limited).	The publication of a newspaper devoted to the baker's trade.	13, Roll's Buildings, Fetter-lane, E. C.	5 July	7	11	1,000	1,000	255	- 10 -	122 10 -	150	- ditto.
3,560	Merchant Steam Ship Association (Limited).	The acquisition of steam ships for trading purposes.	Not stated - - -	6 July	7	7	1,000	40	7	No return	No return -	7	Supposed to be still in operation.
3,561	Central Railway Company of Venezuela (Limited).	Constructing railways in the Republic of Venezuela.	7, Tokenhouse-yard, E. C.	6 July	7	35	500,000	10,000	7,581	30 - -	119,311 13 3	123	Still in operation.
3,562	Residential Chambers Company (Limited).	Constructing and letting chambers in London.	Not stated - - -	7 July	7	94	70,000	7,000	94	No return	No return -	7	Supposed to be still in operation.
3,563	High Wycombe Millwright, Engineering, and Saw Mills Company (Limited).	Carrying on the business of mill wrights, engineers, and saw mills generally.	High-street, High Wycombe, Bucks.	7 July	7	340	50,000	5,000	600 90	9 - - 10 - -	5,570 - -	16	Still in operation,
3,564	Mitcham and Wimbledon District Gas Light and Coke Company (Limited).	Supplying Mitcham, Merton, Tooting, Wimbledon and other other places with gas.	Mitcham, Surrey - -	8 July	7	7	100,000	10,000	3,033 3,033	10 - - 1 - -	33,363 - -	154	- ditto.
3,565	Hudiksvali and Forssa Steam Sawing Mill Company (Limited).	Purchasing the Hudiksvall Steam Sawing Mill Company (Limited), and their interests and property in Sweden.	157, Fenchurch-street, E. C.	8 July	8	15	160,000	3,200	15	No return	No return -	8	Being wound up.
3,566	Granite and Hard Stone Working Company (Limited).	Cutting and working stone, &c. by machinery.	8, Upper Stamford-street, Blackfriars.	8 July	9	352	25,000	2,500	482	7 - -	3,720 - -	17	Still in operation.
3,567	Neath and Briton Ferry Steam Towing Company (Limited).	Towing vessels in and out of the port of Neath, Glamorganshire, and the conveyance of goods and passengers.	Ferry-road, Briton Ferry, Glamorganshire.	8 July	7	76	4,000	800	76	No return	No return -	7	Supposed to be still in operation.
3,568	Aniline Association (Limited) -	The manufacture of aniline colours.	3, Adelaide-place, London Bridge, E. C.	8 July	7	7	200,000	10,000	7	ditto -	- ditto -	7	- ditto.
3,569	Patent Finance Corporation (Limited).	Assisting inventors and obtaining patents.	Not stated - - -	11 July	7	70	1,000,000	20,000	70	ditto -	- ditto -	7	- ditto.
3,570	Pearl Life Assurance Loan and Investment Company (Limited).	Life insurance and lending money	26, Commercial-road, East, London.	11 July	7	700	25,000	5,000	700	1 16 -	1,260 - -	7	Still in operation.

3,574	Rossmore Slate Company (Limited).	Working slate quarries in Ireland and elsewhere.	Not stated - - -	12 July	7	4,231	30,000	30,000	4,231	ditto -	- ditto -	7	Supposed to be still in operation
3,575	New Club Company (Limited)	Erection and maintenance of a club house.	43 and 44, Albemarle-street, W.	12 July	7	36	150,000	3,000	350 @ 15 - - / 10 @ 30 - -	5,570 1 -		168	Being wound up.
3,576	Nottingham Manufacturing Company (Limited).	Carrying on the business of hosiery and lace manufacturers.	116, Wood-street, E.C., London.	12 July	12	7,095	400,000	10,000	8,893	5 10 -	46,521 10 -	59	Still in operation.
3,577	Wanzer Sewing Machine Company (Limited).	Manufacture and sale of sewing machines.	4, Cheapside, E.C., London.	13 July	7	125	50,000	500	250 @ 100 - - / 215 @ 40 - -	32,205 - -		17	- ditto.
3,578	Great Grimsby Ice Company (Limited).	The disposal and sale of ice -	Not stated - - -	13 July	8	37	1,500	150	37	No return	No return -	8	Supposed to be still in operation.
3,579	British Zinc White Company (Limited).	Working a patent for improvements in the manufacture of zinc white.	Bank Quay, Warrington, Lancaster.	13 July	8	500	10,000	1,000	500	ditto -	- ditto -	8	Being wound up.
3,580	Knutsford Gas and Water Company (Limited).	Supplying Knutsford, Chester, with gas and water.	16, Kennedy-street, Manchester.	13 July	8	8	20,000	400	989	5 - -	4,905 - -	73	Still in operation.
3,581	Dining Halls Company (Limited).	Carrying on the business of hotel and tavern keepers, vintners, and eating house keepers.	154, Fleet-street - -	13 July	7	350	50,000	25,000	14,617	1 5 -	17,145 - -	337	- ditto.
3,582	Teignmouth Pier Company (Limited).	The erection of a promenade and landing pier at Teignmouth in the county of Devon.	Not stated - - -	14 July	7	7	8,000	800	7	No return	No return -	7	Supposed to be still in operation.
3,583	North Pary's Mining Company (Limited).	Mining for copper and other minerals in the Island of Anglesea.	Aulwch, Anglesea -	14 July	7	16	2,000	40	16	ditto -	- ditto -	7	- ditto.
3,584	National Temperance Land and Building Company (Limited)	Purchase and sale of houses and land, the erection of temperance halls, and carrying on the building business.	3, Heygate-street, Walworth.	14 July	9	168	10,000	10,000	1,842	- 10 -	831 - -	163	Still in operation.
3,585	Trinidad Petroleum Company (Limited).	Dealing in asphaltum, pitch, naptha, native, or petroleum oil.	North Woolwich Road, Silver Town, Essex.	14 July	7	7	150,000	7,500	5,241	4 - -	22,164 - -	79	- ditto.
3,586	Gloucester Spread Eagle Hotel Company (Limited).	Carrying on the business of hotel and tavern keepers at Gloucester.	Bell-lane, Gloucester -	15 July	7	140	20,000	2,000	1,379	7 -	8,651 6 6	120	- ditto.
3,587	Oxford and Canterbury Hall Company (Limited).	Purchasing and carrying on the Oxford and Canterbury Music Halls.	6, Oxford-street, London, W.	15 July	7	35	120,000	8,000	6,652	8 - -	49,351 - -	90	- ditto.
3,588	Vancouver Island and British Columbia Fishery and Oil Company (Limited).	Trading for fish oil and other produce in British Columbia and elsewhere.	Not stated - - -	15 July	7	27	250,000	25,000	27	No return	No return -	7	Supposed to be still in operation.
3,589	Dolbenmaen Quarry and Mining Company (Limited).	Slate quarrying in the parish of Dolbenmaen, Carnarvonshire.	Royal Insurance Buildings, 67, King-street, Manchester.	15 July	7	170	10,000	2,000	170	ditto -	- ditto -	7	- ditto.
3,590	Lisburne Mines Company (Limited).	Working the Lisburne Mines, in Cardiganshire.	6, Queen-street-place, E.C.	16 July	7	77	7,500	400	400	18 15 -	7,500 - -	70	Still in operation.
3,591	Wholesale and Export Drug Company (Limited).	Carrying on a wholesale drug business.	Swan-lane Upper Thames street.	16 July	7	610	50,000	10,000	3,332	2 - -	6,502 - -	266	- ditto.
3,592	Cae Seys Hœmatite Iron Ore Company (Limited).	Working mines in Glamorgan for ironstone or iron ore.	2, Robert-street, Adelphi, London.	18 July	7	82	3,600	1,200	82	No return	No return -	7	Being wound up.
3,593	Hanoverian Petroleum Company (Limited).	Buying and selling earth oil and petroleum in the Kingdom of Hanover, and elsewhere.	18, Suffolk-grove, Great Suffolk-street, Southwark, Surrey.	18 July	7	35	30,000	3,000	184	5 - -	825 - -	22	Still in operation.
3,594	Witton Park Gas Light and Coke Company (Limited).	Supplying Witton Park, Durham, with gas and coke.	Witton Park, Durham	18 July	7	70	5,000	1,000	475	5 - -	2,298 - -	76	- ditto.
3,595	Imperial Ottoman Aleppo Railway Company (Limited).	Constructing a railway from Suediah to Aleppo.	15, Golden-square, Westminster, S.W.	18 July	7	7	1,300,000	52,000	7	No return	No return -	7	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1864:			£.			£.	£. s. d.		
3,596	Bootle Land and Building Company (Limited).	To assist the members in obtaining or improving freehold, copyhold, or leasehold property.	Derby-road, Bootle, Lancaster.	18 July	18	83	6,000	100	121	4 11 -	525 - -	28	Still in operation.
3,597	Anglo Egyptian Bank (Limited).	Banking generally in Egypt or elsewhere.	St. Clement's-house, 27, Clement's-lane, Lombard-street, E.C.	18 July	7	350	2,000,000	40,000	40,000	12 10 -	498,275 - -	346	- ditto.
3,598	Hanley Gas Consumers' Company (Limited).	Manufacturing and selling gas	Miles Bank, Hanley, Staffordshire, and 28, Poultry, City of London, E.C.	19 July	7	920	30,000	30,000	920	No return	No return -	7	Supposed to be still in operation.
3,599	Merthyr Newspaper Company (Limited).	To print and publish a weekly newspaper in Merthyr Tydfil, Wales.	2, Pontmorlais, Merthyr Tydfil, Glamorganshire.	19 July	9	180	800	800	520	1 - -	461 10 -	62	Still in operation.
3,600	Charmouth and Bridport Railway Company (Limited).	To construct a railway, with branches, in the County of Dorset.	Gresham House, 24, Old Broad-street, London, E.C.	19 July	8	8	150,000	15,000	8	No return	No return -	8	Supposed to be still in operation.
3,601	Liverpool and South Wales Steam Ship Company (Limited).	Conveying good and merchandise between the Ports of South Wales and Liverpool.	Not stated - - -	19 July	7	1,960	1,000,000	40,000	1,960	- ditto -	- ditto -	7	- ditto.
3,602	Metropolitan Ice Company (Limited).	Carrying on the business of ice-dealers.	343, Strand, Middlesex -	19 July	7	7	50,000	10,000	7	- ditto -	- ditto -	7	Being wound up.
3,603	Highgate Dwellings Improvement Company (Limited.)	Acquiring land for building purposes, and erecting dwellings on same.	6, Southwood-lane, Highgate, Middlesex.	19 July	30	424	5,000	500	436	2 10 -	1,090 - -	32	Still in operation.
3,604	Guildhall Taverns Company (Limited).	Carrying on the business of hotel and tavern keepers.	Guildhall Hotel, Gresham-street.	20 July	7	45	100,000	10,000	6,000	9 - -	48,375 - -	177	- ditto.
3,605	Middlesborough Exchange Company (Limited).	To provide a building to be used as a merchants' exchange and offices, at Middlesborough.	Royal Hotel, Lower Commercial-street, Middlesborough.	20 July	8	70	1,000	1,000	70	No return	No return -	8	Supposed to be still in operation.
3,606	New Air Light Company (Limited).	Making and selling photogen, or any other chemical gas.	1, Fountain-court, Liverpool-street, London.	20 July	10	87	50,000	25,000	87	- 10 -	40 - -	10	Still in operation.
3,607	New Craig Ddu Slate Company (Limited).	Slate quarrying at Festiniog, Merionethshire.	7, Queen-street, Emsworth, Hants.	20 July	19	4,405	50,000	10,000	5,500	5 - -	27,500 - -	25	- ditto.
3,608	Staffordshire Financial Company (Limited).	Buying and selling stocks, &c., on commission, and lending money.	Walsall, Staffordshire -	20 July	10	1,400	100,000	10,000	5,000	4 - -	17,864 10 -	107	- ditto.
3,609	Connecting Ship Owners (Limited).	Carrying on the business of merchants and shipowners.	61, Cornhill, City of London, E.C.	21 July	7	7	1,000,000	50,000	100	1 - -	100 - -	15	- ditto.
3,610	Metropolitan Paper Making Company (Limited).	Manufacture and sale of paper, thread, twine, &c.	16 Gresham-street, E.C.	21 July	7	195	20,000	2,000	{ 235 765	{ 3 15 - 1 5 -	} 1,062 10 -	17	Being wound up.
3,611	Stalbridge Gas, Coal, and Coke Company (Limited).	Lighting the town of Stalbridge with gas and coke.	Stalbridge, Dorset -	22 July	35	281	1,500	300	300	3 2 6	915 - -	41	Still in operation.
3,612	Lavender's Patent Lubricating Compound and Oil Company (Limited).	Purchasing and carrying on the business of Messrs. Lavender and Cooper.	332, Goswell-road, Finsbury.	22 July	8	39	12,000	120	120	100 - -	8,000 - -	26	- ditto.
3,613	London, Lancashire, and Yorkshire Financial Company (Limited).	Advancing money at interest on mortgage and other securities.	Not stated - - -	23 July	7	350	500,000	25,000	350	No return	No return -	7	Supposed to be still in operation.
3,614	Rinchington Tea Company (Limited).	Cultivation and manufacture of tea.	No. 1, Whitefriar's-street, Fleet-street, London, E.C.	23 July	7	400	60,000	6,000	400	- ditto -	- ditto -	7	- ditto.

3,616	Locomotive Cotton Press Company (Limited).	Purchasing and working certain machinery for pressing cotton, and other substances.	14, Great Saint Helen's, E.C.	25 July -	7								
3,617	Lyme Regis Harbour and Dock Company (Limited).	Making a harbour and docks at Lyme Regis, in the county of Dorset.	8, Broad Sanctuary, Westminster, S.W.	25 July -	7	7	2,000	200	7	No return	No return -	7	Supposed to be still in operation.
3,618	Erdington Public Rooms Association (Limited).	Erecting a public hall and rooms, in the village of Erdington, in the county of Warwick.	The Working Men's Institute, Erdington, Aston, Warwick.	25 July -	11	560	2,000	2,000	1,641	- 12 6	915 15 -	86	Still in operation.
3,619	European and American Finance Corporation (Limited).	Banking generally - - -	54, Threadneedle-street, City.	25 July -	7	700	500,000	25,000	10,000	2 - -	20,000 - -	91	- ditto.
3,620	Nice Company (Limited) - -	Purchasing land and building thereon, at Nice, in the Empire of France, and elsewhere.	Not stated - - -	25 July -	7	83	250,000	12,500	83	No return	No return -	7	Supposed to be still in operation.
3,621	National Boiler Insurance Company (Limited).	Insurance of steam boilers against explosion.	27, Leadenhall-street, London.	25 July -	6	300	100,000	10,000	5,000	2 - -	9,950 - -	96	Still in operation.
3,622	Peninsular, West Indian, and Southern Bank (Limited).	Banking generally - - -	91, Cannon-street, E.C.	25 July -	7	35	2,000,000	20,000	13,680	10 - -	97,767 - -	96	Being wound up.
3,623	Seven Oaks Water Works Company (Limited).	Supplying the parish of Sevenoaks, Kent, with water.	London-road, Sevenoaks, Kent.	25 July -	7	225	12,000	600	304	18 - -	5,286 - -	25	Still in operation.
3,624	John Abbot and Company (Limited).	Purchasing, and carrying on the business of John Abbot and Company, Gateshead, Engineers and ironfounders.	Park Works, Gateshead, Durham.	25 July -	8	869	200,000	2,000	2,000	60 - -	120,000 - -	80	- ditto.
3,625	British Loan and Discount Company (Limited).	Loan and Discount Company -	6A., Lime-street, Preston, Lancashire.	26 July -	9	500	50,000	2,000	2,000	3 - -	6,000 - -	56	- ditto.
3,626	Alderley Edge Copper, Lead, and Cobalt Mining and Land Company (Limited).	Mining for copper, lead, cobalt, and other minerals, at Alderley Edge, Cheshire.	Not stated - - -	26 July -	7	70	30,000	3,000	70	No return	No return -	7	Supposed to be still in operation.
3,627	United Counties Assurance Company (Limited).	Life assurance and endowments -	64, Chancery-lane, Fleet-street, London.	26 July -	7	58	10,000	10,000	58	- ditto -	- ditto -	7	- ditto.
3,628	British and Netherlands India Bank (Limited).	Banking generally - - -	Not stated - - -	26 July -	7	315	2,000,000	40,000	315	- ditto -	- ditto -	7	Being wound up.
3,629	Pant Dû and Waenlas Mining Company (Limited).	Working the Pant Dû and Waenlas Mine, in the parishes of Llanferras and Llanarmon, Co. Flint.	Market Chambers, Market-square, Shrewsbury.	26 July -	7	102	30,000	6,000	102	- ditto -	- ditto -	7	Supposed to be still in operation.
3,630	London Alliance Fire Insurance Company (Limited).	Fire insurance - - - - -	60, King William-street, City.	27 July -	7	7	1,000,000	50,000	7	- ditto -	- ditto -	7	- ditto.
3,631	London Bank of Madras and Southern India (Limited).	Banking generally in Madras and Southern India.	Not stated - - -	27 July -	7	7	2,000	40	7	- ditto -	- ditto -	7	- ditto.
3,632	Whitehouse, and Company (Limited).	Manufacture and sale of gas fittings.	Wednesbury, Stafford -	27 July -	7	1,050	25,000	2,500	2,215	3 - -	6,645 - -	30	Still in operation.
3,633	London and Bombay Bank, and General Financial and Insurance Agency Corporation (Limited), now called "The London, Bombay, and Mediterranean Bank (Limited)."	Every kind of banking, financial agency, and general accidental insurance business.	10, Clement's-lane, E.C.	27 July -	7	7	4,000,000	200,000	74,493	2 - -	148,986 - -	1,766	- ditto.
3,634	Green Hurth Lead Mining Company (Limited).	Purchasing and working lead, copper, or other mines.	21, Cumberland-row, Newcastle-upon-Tyne.	27 July -	7	1,900	6,400	6,400	6,400	- 1 -	320 - -	30	- ditto.
3,635	Mining Shares Investment Company (Limited).	Investing in, and lending money upon shares, in mines, in the United Kingdom and elsewhere.	6, Queen-street place, City of London.	28 July -	7	535	250,000	25,000	3,907 2,800	15,628 - - 28,000 - -	43,558 - -	113	- ditto.
3,636	Lambeth Steel Works Company (Limited).	Manufacture and sale of steel and malleable iron.	23, Great Saint Helen's, Bishopsgate-street, E.C.	28 July -	7	9	2,000	20	9	No return	No return -	7	Supposed to be still in operation.
3,637	Llanidloes Welch Flannel Tweed, and Woolstapling Company (Limited).	Manufacture and sale of flannel, tweed, and other fabrics.	19, Craven-street, Strand, W.C.	28 July -	8	1,160	50,000	5,000	1,932	5 - -	13,570 - -	26	Still in operation.
3,638	Powell Duffryn Steam Coal Company (Limited).	Carrying on the business of coal and coke owners and manufacturers and miners, in the counties of Glamorgan and Monmouth.	23, Great George-street, Westminster.	28 July -	9	100	500,000	100	100	1,300 - -	130,000 - -	9	- ditto.

I.—Companies Formed and Registered under the Companies' Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	I.—In England—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,639	Crow Orchard Colliery Company (Limited).	Working the Crown Orchard Colliery, Skelmersdale, Lancashire.	Skelmersdale, near Ormskirk, Lancaster.	29 July	8	250	20,000	400	385	25 – –	9,625 – –	19	Still in operation.
3,640	London Engineering and Iron Shipbuilding Company (Limited).	Shipbuilders and ironfounders -	60, Fenchurch-street -	29 July	7	7	500,000	10,000	{ 3,438 400	25 – – 50 – –	} 85,007 11 10	42	- ditto.
3,641	National Sanitary Improvement Company (Limited).	The sanitary improvement of towns, &c., and the manufacture and sale of manure.	37, Arundel-street, Strand	29 July	8	240	10,000	1,000	633	2 – –	2,162 – –	45	- ditto.
3,642	Southminster Gas Company (Limited).	Supplying the parish of Southminster, Essex, with gas, coke, and tar.	Care of Mr. C. Cook, Southminster, Essex, builder.	29 July	8	73	2,000	250	73	No return	No return -	8	Supposed to be still in operation.
3,643	Freemasons' Tavern Company (Limited).	To purchase and carry on the business of the Freemasons' Tavern, Great Queen-street.	Freemasons' Tavern, Great Queen-street, Lincoln's Inn-fields.	30 July	7	1,000	65,000	6,500	5,652	3 – –	17,132 – –	220	Still in operation.
3,644	Danderwen Slate Company (Limited).	Purchasing and working the Danderwen Slate Quarry, Llangolman, in the county of Pembroke.	6, Mario-street, Dewsbury-road, Leeds.	1 Aug.	7	5,000	16,000	8,000	5,000	No return	No return -	7	Supposed to be still in operation.
3,645	North Kent Bank (Limited) -	Banking generally - - -	Frederick-place, Blackheath, Kent.	1 Aug.	8	800	100,000	1,000	1,000	5 – –	5,000 – –	13	Still in operation.
3,646	Merchant Shipping Company (Limited).	To purchase and carry on the business of Messrs. Somes, Brothers, shipowners, Poplar, Middlesex.	60, Gracechurch-street -	1 Aug.	7	7	1,000,000	20,000	9,280	10 – –	91,750 – –	236	- ditto.
3,647	Cwm Celyn Shop Company (Limited).	Carrying on the business of shopkeepers, dealers, and merchants.	Blania, Aberystwith, Monmouth.	1 Aug.	7	4,950	25,000	25,000	16,607	– 15 –	12,162 – –	118	- ditto.
3,648	London and General Water Purifying Company (Limited).	Manufacturing and selling purified water.	157, Strand, Middlesex -	2 Aug.	7	525	100,000	10,000	{ 913 680	10 – – 6 – –	} 12,550 – –	30	- ditto.
3,649	Harpenden Gas-Light and Coke Company (Limited).	Supplying the inhabitants of Harpenden and neighbourhood with gas, coke, &c.	Not stated - - -	2 Aug.	7	45	1,500	1,500	45	No return	No return -	7	Supposed to be still in operation.
3,650	Mudie's Select Library Company (Limited).	To purchase and carry on the business of Charles Edward Mudie, librarian and bookseller, 509, 510, and 511, New Oxford-street, Middlesex.	509, 510, and 511, New Oxford-street, London.	2 Aug.	7	2,706	150,000	7,500	4,378	8 – –	86,418 – –	49	Still in operation.
3,651	British and Oriental Steam Navigation Company (Limited).	Shipbuilders and merchants -	16, New Broad-street, London.	2 Aug.	7	230	500,000	10,000	230	No return	No return -	7	Supposed to be still in operation.
3,652	Carnforth Hœmatite Iron Company (Limited).	Iron and steel manufacturers -	11, Bridgwater Chambers, Brown-street, Manchester.	2 Aug.	7	62	100,000	200	155	120 – –	17,080 – –	34	Still in operation.
3,653	Survivorship Investment Company, Guaranteed by Insurance (Limited).	Lending money in connection with life assurance or otherwise.	10, Chapel-street, Bedford-row, Middlesex.	3 Aug.	7	7	5,000	1,000	7	No return	No return -	7	Supposed to be still in operation.
3,654	Mersey Steel and Iron Com-	Manufacture of steel and iron	Not stated										

	turing Company (Limited).	vince of Bengal, in the East Indies.	India House, Leadenhall-street, London.										
3,656	International Education Society (Limited).	Purchasing buildings, &c., suitable for the extension of the international system of education.	24, Old Bond-street, London.	4 Aug.	7	197	25,000	5,000	767	1 – –	767 – –	47	– ditto.
3,657	South Barrule Slate Quarry Company (Limited).	Purchasing and working certain slate quarries at South Barrule, Isle of Man.	16, Union-street, Liverpool.	5 Aug.	8	7,600	200,000	80,000	8,200 11,800	2 10 – 1 10 –	35,328 15 –	44	– ditto.
3,658	Ceara (North Brazil) Water Company (Limited).	Supplying the city of Ceara, Brazil, with water.	3, Dunster-court, Mincing-lane, London.	5 Aug.	7	7	60,000	6,000	1,294	2 – –	6,732 – –	73	– ditto.
3,659	Rhayader Gas Company (Limited).	Supplying the town of Rhayader, in the county of Radner, with gas.	Pennelly House, Rhayader, Radnor.	5 Aug.	7	80	1,000	400	400	2 10 –	962 – –	37	– ditto.
3,660	Anglo Continental Bank (Limited).	Banking generally – – –	15, Old Jewry Chambers, City of London.	6 Aug.	7	7	500,000	25,000	7	No return	No return –	7	Supposed to be still in operation.
3,661	Flintshire Oil and Cannel Company (Limited).	Carrying on the business of a mining company, oil manufacturer, &c.	St. David's Works, Saltley	8 Aug.	7	40	550,000	15,000	4,669 128	28 – – 50 – –	116,402 – –	115	Still in operation.
3,662	Newton Heath Reduction Company (Limited).	Carrying on the business of miners, smelters, and founders of copper and other metals.	Newton Heath, near Manchester.	9 Aug.	7	440	10,000	1,000	780	10 – –	5,594 18 4	9	– ditto.
3,663	East Laxey Mining Company (Limited).	Working of certain mines in the Isle of Man.	12, Old Jewry Chambers	10 Aug.	7	990	18,000	6,000	990	No return	No return –	7	Supposed to be still in operation.
3,664	Manchester Machine-making Company (Limited).	Carrying on the business of engineers.	43, Shipping-street, Ardwick, Manchester.	10 Aug.	7	328	20,000	2,000	328	ditto –	ditto – –	7	– ditto.
3,665	Crystal Sanitarium Company (Limited).	Carrying on the business of hotel and tavern keepers.	Not stated – – –	10 Aug.	7	46	250,000	12,500	46	ditto –	ditto – –	7	– ditto.
3,666	Rochdale Property and General Finance Company (Limited).	Buying, selling, and dealing in land and houses.	Not stated – – –	10 Aug.	7	160	50,000	10,000	3,000	– 15 –	2,132 10 –	94	Still in operation.
3,667	Almenara Land Company (Limited).	Building houses, making roads, railways, &c., at Almenara, in Spain.	9, Broad Sanctury, Westminster.	10 Aug.	7	7	60,000	12	12	5,000 – –	59,000 – –	12	– ditto.
3,668	West Gilfach Slate and Slab Company (Limited).	Working quarries for slate and flag at Cmockyderrin, in Pembrokeshire.	18, New Bridge-street, Blackfriars.	10 Aug.	7	80	12,000	6,000	80	No return	No return –	7	Supposed to be still in operation.
3,669	West Sussex and Chichester Market Company, and Agricultural Club (Limited).	Erecting and establishing a market-house and clubs at Chichester and elsewhere.	Not stated – – –	11 Aug.	7	7	15,000	1,500	7	ditto –	ditto – –	7	– ditto.
3,670	Gloucester Bell Hotel Company (Limited).	Carrying on the business of the Bell Hotel at Gloucester.	Bell Hotel, Southgate-street, Gloucester.	11 Aug.	7	450	20,000	2,000	999	6 – –	5,527 – –	49	Still in operation.
3,671	Cork Harbour, Graving Docks, and Iron Shipbuilding Company (Limited).	Acquiring docks, dockyards, and wharves at Cork.	Not stated – – –	11 Aug.	7	7	2,000	200	7	No return	No return –	7	Supposed to be still in operation.
3,672	Sceptre Life Association (Limited).	Life assurance generally – –	13, Finsbury-place, South	11 Aug.	7	220	100,000	20,000	2,235	1 – –	1,998 – –	97	Still in operation.
3,673	Patent Plaster Foundation Company (Limited).	Carrying on the trades of plasterers, miners, quarry-masters, and general contractors.	19, Blackfriars-street, Manchester.	12 Aug.	7	621	12,000	1,200	621	No return	No return –	7	Supposed to be still in operation.
3,674	Great Western Cotton Company (Limited).	Cotton and linen spinners, manufacturers, and merchants.	Works, Barton-hill, Bristol.	13 Aug.	7	49	150,000	150	127	350 – –	44,450 – –	25	Still in operation.
3,675	Stowmarket Papermaking Company (Limited).	Carrying on the business of paper manufacturers.	21, Gresham-street, Old Jewry.	13 Aug.	11	190	25,000	250	199	No return	No return –	11	Supposed to be still in operation.
3,676	Associated Foresters' Hall Company (Limited).	To erect a music hall and other buildings at Kingston-upon-Hull.	17, Charlotte-street, Sculcoates, Kingston-upon-Hull.	15 Aug.	7	65	3,000	2,000	1,041	– 15 –	925 15 6	480	Still in operation.
3,677	Thames Plate Glass Company (Limited).	Manufacturing plate glass, &c. –	Savoy Wharf, Savoy-street, Strand.	15 Aug.	7	180	250,000	10,000	3,866	15 – –	58,950 – – including 2,300 *l.* paid in advance.	163	– ditto.

I.—Companies Formed and Registered under the Companies' Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
				1864:			£.			£. s. d.	£. s. d.		
	I.—In England—*continued.*												
3,678	Adams's Patent Small Arms Company (Limited).	Carrying on the business of gun-makers.	391, Strand, Middlesex -	15 Aug.	7	155	10,000	1,000	295 310	4 – – 10 – –	4,235 – –	19	Still in operation.
3,679	Steam Biscuit and Flour Company (Limited).	Manufacturers of and dealers in biscuits, cakes, bread, &c.	26, Lombard-street -	15 Aug.	7	7	200,000	20,000	7	No return	No return -	7	Being wound up.
3,680	Land and House Investment Society (Limited).	Buying land, building thereon, and selling same.	32, Charing Cross, Westminster.	15 Aug.	7	95	100,000	20,000	754 1,178	3 – – 2 10 –	5,207 – –	73	Still in operation.
3,681	St. Bride's United Slate and Slab Company (Limited).	Purchasing and working certain quarries in the parish of Llanrian, Pembroke.	18, New Bridge-street, Blackfriars.	15 Aug.	7	125	80,000	40,000	11,375 12,840	2 – – – 12 6	30,426 5 –	98	- ditto.
3,682	Newcastle-upon-Tyne Grand Stand Company (Limited).	Erecting and maintaining a grand stand on the Town Moor of Newcastle-upon-Tyne.	3, Collingwood-street, Newcastle-upon-Tyne.	16 Aug.	7	55	10,000	2,000	1,330	2 – –	2,365 – –	114	- ditto.
3,683	Salisbury Aërated Bread Company (Limited).	Manufacturing, selling, and dealing in bread, biscuits, flour, &c. in the city of Salisbury, Wilts.	Fisherton-street, Salisbury, Wilts.	17 Aug.	7	152	7,000	1,000	152	No return	No return -	7	Supposed to be still in operation.
3,684	Pennant Slate Company (Limited).	Working the Pennant slate quarry, in the parish of Pemnoefa, Carnarvon.	Chester-street, Shrewsbury.	17 Aug.	7	3,600	50,000	10,000	6,925	2 10 –	9,082 10 –	76	Still in operation.
3,685	Paper Staining Company (Limited).	Making and printing papers for covering walls, and for decorative purposes generally.	91, Goswell-street, London.	18 Aug.	7	120	50,000	5,000	619	7 – –	4,333 – –	25	- ditto.
3,686	United Association of Photography (Limited).	Photographers - - - -	213, Regent-street, West, London.	18 Aug.	7	310	50,000	5,000	1,520	4 – –	6,020 – –	63	- ditto.
3,687	Wilton's Music Hall (Limited)	Carrying on "Wilton's Music Hall," Wellclose-square, Middlesex.	13, King-street, Cheapside, London.	18 Aug	7	7	20,000	2,000	7	No return	No return -	7	Supposed to be still in operation.
3,688	York Glass Company (Limited)	Purchasing and carrying on the business of Messrs. J. Spence & G. Wilson, city of York, glass manufacturers.	Fishergate, York - -	18 Aug.	11	885	100,000	1,000	961	100 – –	96,100 – –	21	Still in operation.
3,689	Mersey Steam Saw Mills Company (Limited).	Saw-mill proprietors - - -	Regent's-road, Liverpool, Lancaster.	18 Aug.	7	1,870	200,000	10,000	1,870	No return	No return -	7	Supposed to be still in operation.
3,690	Bridport Old Brewery Company (Limited).	Purchasing and carrying on the brewery business of Messrs. Gundry & Co.	Belvedere-road, Lambeth, Surrey.	19 Aug.	7	225	150,000	1,500	600	50 – –	30,000 – –	33	Still in operation.
3,691	Economic Discount and Loan Company (Limited).	Advancing money at interest and discounting trade bills.	12, Cleveland-street, Fitzroy-square.	19 Aug.	12	132	5,000	1,000	on 119 „ 47 „ 70 „ 6 „ 9 „ 1 „ 10	595 – – 233 – – 343 3 – 10 – – 41 – – 3 10 – 30 – –	1,255 13 –	20	- ditto.
3,692	Imperial Mexican Railway Company (Limited).	Making a railway from Vera Cruz to the town of Mexico.	18, New Broad-street -	20 Aug.	7	70	2,700,000	135,000	72,523 of which 25,397 are fully paid up on the remainder	10 – –	337,164 – –	348	- ditto.

	verance Iron Works (Limited).	Perseverance Iron Works, at Gowts, in the city of Lincoln.											
3,695	Hewett & Company (Limited)	Purchasing, conveying, or selling fish.	43, Trinity-square, Middlesex.	22 Aug.	7	7	250,000	12,500	7,024	7 10 –	52,355 – –	141	- ditto.
3,696	Blakeney and Forest of Dean Coal Company (Limited).	Working collieries in the Forest of Dean, Gloucestershire.	Howbeach, West Dean, Gloucester.	23 Aug.	7	48	8,000	64	48	125 – –	6,000 – –	7	- ditto.
3,697	Samuel Greg & Company (Limited).	Acquiring and carrying on the cotton spinning and manufacturing business of John Greg, of Lancaster.	Bollington, Macclesfield	23 Aug.	7	190	32,000	320	320	75 – –	24,000 – –	11	- ditto.
3,698	Indian United Service Bank (Limited).	Banking generally - - -	15, Old Jewry-chambers, City.	24 Aug.	7	7	2,000	40	7	No return	No return -	7	Supposed to be still in operation.
3,699	Gas Power Engine Company (Limited).	Purchasing and working certain letters patent for improvements in machinery.	1, Lime-street-square, City.	24 Aug.	7	7	140,000	7,000	7	- ditto -	- ditto -	7	- ditto.
3,700	Aberaman Iron Works (Limited).	Purchasing the Aberaman estate, county Glamorgan, and carrying on the business of miners and manufacturers of iron, colliers, and coal merchants.	147, Gresham-house, Old Broad-street.	24 Aug.	7	140	500,000	10,000	140	- ditto -	- ditto -	7	- ditto.
3,701	Kilcrohane and Gurtnakella Slate and Slab Company (Limited).	Purchasing and working certain slate quarries in Ireland.	Not stated - - -	25 Aug.	7	7	2,000	500	7	- ditto -	- ditto -	7	Being wound up.
3,702	Newcastle Commercial Insurance Company (Limited).	Marine insurance generally -	Exchange-buildings, Quayside, Newcastle-upon-Tyne.	25 Aug.	7	1,665	75,000	15,000	15,000	– 10 –	7,500 – –	151	Still in operation.
3,703	Port of London Lighterage Association (Limited).	Lightermen - - - - -	9 D, New Broad-street, London.	26 Aug.	7	12	6,000	300	12	No return	No return -	7	Supposed to be still in operation.
3,704	Universal Trading Company (Limited).	Merchants and traders - -	4, Mansion House-place, City of London.	26 Aug.	7	3,550	160,000	160,000	3,550	- ditto -	- ditto -	7	- ditto.
3,705	Vulcan Foundry Company (Limited).	Manufacturing engineers - -	The Vulcan Foundry, Company's Works, Newton, Lancashire.	27 Aug.	7	415	125,000	1,250	{ 1,000 144	80 – – 40 – –	} 85,160 – –	42	Still in operation.
3,706	Harwich Harbour Estate and Lands Improvement Company (Limited).	Purchasing, leasing, and selling land.	Church-street, Harwich, Essex.	27 Aug.	7	350	45,000	4,500	350	No return	No return -	7	Supposed to be still in operation.
3,707	Omnium Investment Society (Limited).	Discounting and advancing money on security.	Not stated - - -	27 Aug.	7	190	2,000,000	40,000	190	- ditto -	- ditto -	7	- ditto.
3,708	Matlock Consumers' Gas Light and Coke Company (Limited).	To erect gas works, and manufacture gas, sale of coal and coke, &c.	Care of Mr. L. Hodgkinson, Matlock-bridge, Derby.	29 Aug.	7	420	4,000	4,000	420	- ditto -	- ditto -	7	- ditto.
3,709	Anti-Corrosive and Anti-Fouling Paint Company (Limited).	To manufacture, use, and sell paint, &c.	445, West Strand - -	30 Aug.	7	350	10,000	1,000	{ 500 500	10 – – 8 – –	} 8,500 – –	11	Still in operation.
3,710	The Queen's Hotel Company, Abingdon (Limited).	Erecting and letting an hotel, tavern, &c., at Abingdon, Berks.	30, High-street, Abingdon.	30 Aug.	7	70	4,000	400	400	9 – –	2,415 – –	65	- ditto.
3,711	Bute Masonic Hall Company (Limited).	Erecting a masonic hall and merchants' offices.	Not stated - - -	30 Aug.	10	83	3,000	300	83	No return	No return -	10	Supposed to be still in operation.
3,712	British Columbia and Vancouver Island, Spur, Lumber, and Saw-mill Company (Limited).	Purchase of land and timber, erecting mills, preparing and selling timber, &c.	84, Gresham-house, Old Broad-street.	31 Aug.	7	340	100,000	5,000	2,510	5 – –	9,280 – –	66	Still in operation.
3,713	Magnesium Metal Company (Limited).	To manufacture and sell the metals magnesium and sodium.	Manchester-chambers, Deansgate, Manchester.	31 Aug.	7	301	20,000	1,000	500	20 – –	10,000 – –	24	- ditto.
3,714	Norwegian Charcoal Iron Company (Limited).	Mining, smelting, and manufacturing iron, steel, &c.	2, New Broad-street, City	1 Sept.	8	510	150,000	7,500	5,760	7 – –	32,325 – –	70	- ditto.
3,715	Globe Twist Company (Limited).	Spinning, weaving, and manufacturing cotton, wool, silk, &c.	Derby-street, Great Bolton.	1 Sept.	7	70	5,000	500	70	10 – –	700 – –	8	- ditto.
3,716	London and Manchester Financial Society (Limited).	Bankers, financial and commercial agents.	Abchurch-chambers, Abchurch-lane.	1 Sept.	7	380	100,000	10,000	380	No return	No return -	7	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies' Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	I.—In England—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,717	Aumchong Tea Company (Limited).	The cultivation of tea, &c. -	54 D, Moorgate - street Buildings, City.	1 Sept.	8	80	25,000	2,500	80	No return	No return -	8	Wound up.
3,718	Hertfordshire and Bedfordshire Newspaper Company (Limited).	Printing, publishing, and establishing newspapers.	Not stated - - -	2 Sept.	7	110	10,000	1,000	110	ditto -	ditto - -	7	Supposed to be still in operation.
3,719	Great Berkhampstead Waterworks Company (Limited).	Supplying Berkhampstead with water, baths, and washhouses.	Town Hall, Great Berkhampstead.	3 Sept.	11	275	8,000	800	588	10 - -	5,000 - -	28	Still in operation.
3,720	United Kingdom Steam Boiler Insurance Company (Limited).	Insuring steam boilers, houses, manufactories, &c., from explosion of steam boilers, &c.	Not stated - - -	5 Sept.	7	7	2,000	400	7	No return	No return -	7	Supposed to be still in operation.
3,721	The Ford Works Company (Limited).	The manufacture and sale of paper and half stuff.	Sunderland, Durham -	5 Sept.	10	68	50,000	100	60 20	300 - - 500 - -	28,000 - -	10	Still in operation.
3,722	International Gas and Water Finance and Contract Company (Limited).	The construction of works for supplying gas or water, &c.	26, Skinner-street, Snowhill.	5 Sept.	7	61	2,000	100	61	No return	No return -	7	Supposed to be still in operation.
3,723	Merchandise Marks Registration Association (Limited).	The protection of trades' marks under the "Merchandise Marks Act, 1862," &c.	58, London Wall - -	6 Sept.	7	82	20,000	2,000	82	ditto -	ditto - -	7	- ditto.
3,724	Trowbridge Water Supply Company (Limited).	Suppling the town of Trowbridge with water.	4, Victoria-street, Westminster.	7 Sept.	7	7	25,000	2,500	7	ditto -	ditto - -	7	- ditto.
3,725	Land Drainage and Improvement Company of Denmark (Limited).	Acquisition and improvement of land in the kingdom of Denmark.	53, Moorgate-street -	7 Sept.	- -	This is a Company limited by guarantee, and it has no Capital divided into Shares -							- ditto.
3,726	Bryn Gwyn Lead Mining Company (Limited).	Working mines, &c., at Mold, in the county of Flint.	40, Norfolk-street, Strand, City of Westminster.	7 Sept.	7	1,151	12,000	1,200	1,200	9 - -	10,800 - -	10	Still in operation.
3,727	County Club, for Town and Country Members (Limited).	Carrying on the general business of a club.	Not stated - - -	8 Sept.	7	7	2,000	1,000	7	No return	No return -	7	Supposed to be still in operation.
3,728	Colonial Club (Limited) -	Carrying on the business of a club.	Not stated - - -	8 Sept.	7	7	2,000	1,000	7	ditto -	ditto - -	7	- ditto.
3,729	Dewsbury Spinners Relief, and Manufacturing Company (Limited).	To improve the social and domestic condition of its members.	Fleece Inn-yard, Dewsbury.	8 Sept.	7	21	20,000	20,000	21	ditto -	ditto - -	7	- ditto.
3,730	Hindley Green Colliery Company (Limited), now called John Scowcroft & Company (Limited).	Mining and manufacturing coke, bricks, tiles, &c.	Hindley Green, Hindley, Wigan.	8 Sept.	7	240	45,000	450	400	75 - -	29,175 - -	16	Still in operation.
3,731	Hern Heath Mining Company (Limited).	Mining for coals, ironstone, &c. -	Chesterton, Newcastle, Staffordshire.	9 Sept.	8	8	10,000	20	9	500 - -	4,500 - -	9	- ditto.
3,732	Malmesbury Waterworks Company (Limited).	Supplying the town of Malmesbury with water.	Malmesbury, Wiltshire -	9 Sept.	8	120	2,000	400	120	No return	No return -	8	Supposed to be still in operation.
3,733	Phosphate of Lime Company (Limited).	Working of mines for phosphate of lime and other minerals.	Gresham - house, Old Broad-street, London.	10 Sept.	7	186	150,000	10,000	186	ditto -	ditto - -	7	Dissolved, and a new Company bearing same name regis-

	fishing, Book Canvassing, and Circulation Company (Limited).												
3,735	Concentrated Wort Company (Limited).	To purchase and carry on Mr. Merten's concentrated wort manufactory at Margate.	Herbert-place, Margate -	12 Sept.	7	7	40,000	2,000	1,000 708	20 – – 1 – –	20,708 – –	28	Still in operation.
3,736	Aberdare Temperance Hall Company (Limited).	Erecting a temperance hall at Aberdare.	3 A, Dean-street, Aberdare.	12 Sept.	32	121	3,000	600	121	No return	No return -	32	Supposed to be still in operation.
3,737	Kilgetty Silica Company (Limited).	Manufacturing cement, &c. -	Saundersfoot, Pembrokeshire.	13 Sept.	7	235	25,000	2,500	235	ditto -	- ditto -	7	- ditto.
3,738	Shropshire Linseed Oil and Cake Company (Limited).	Manufacturing oil and cake -	At S. H. Kough's, Swanhill, Shrewsbury.	13 Sept.	7	140	20,000	4,000	140	ditto -	- ditto -	7	- ditto.
3,739	Wavertree Baths Company (Limited).	Erecting baths and washhouses at Wavertree.	7, Union-court, Castle-street, Liverpool.	14 Sept.	7	70	5,000	500	70	ditto -	- ditto -	7	- ditto.
3,740	Sunderland Chain and Anchor Testing Company (Limited).	The acquiring or erecting testing machines for anchors, chains, &c.	214, High-street, West Sunderland.	14 Sept.	14	164	4,000	200	200	20 – –	4,000 – –	25	Still in operation.
3,741	Edgworth Gas Company (Limited).	To supply gas and fixtures to the inhabitants of Edgworth.	Edgworth, near Bolton, Lancashire.	14 Sept.	7	50	1,000	100	100	5 – –	500 – –	20	- ditto.
3,742	Sheepbridge Coal and Iron Company (Limited).	Mining for, and selling coals -	Sheepbridge Iron Works, Chesterfield.	14 Sept.	7	505	500,000	5,000	5,000	20 – –	99,450 – –	178	- ditto.
3,743	Warwickshire Iron, Brick, Tile, and Colliery Company (Limited).	Miners, smelters, engineers, ironmasters, &c.	33, Great Winchester-street.	14 Sept.	7	700	50,000	10,000	1,840	5 – –	1,695 – –	31	- ditto.
3,744	Union of Credit (Limited) -	To assist merchants and others, by securing credit and cash, to carry on their business.	Not stated - - -	14 Sept.	7	7	500,000	10,000	7	No return	No return -	7	Supposed to be still in operation.
3,745	Water Street Mill Company (Limited).	Acquiring mills for spinning, weaving, &c.	Water-street Mills, Stalybridge, Lancashire.	16 Sept.	8	17	20,000	20	12 8	250 – – 1,000 – –	11,000 – –	10	Still in operation.
3,746	Yorke Peninsula Mining Company (Limited).	Purchasing and working the Bon Accord estate and mine.	1, King's Arms-yard, Moorgate-street.	16 Sept.	7	2,550	150,000	150,000	75,000	1 – –	74,946 10 –	703	- ditto.
3,747	Railway Credit Company and Financial Banking Corporation (Limited).	Making advances to railway contractors.	Not stated - - -	16 Sept.	7	7	2,000	200	7	No return	No return -	7	Supposed to be still in operation.
3,748	Alliance Bleaching, Dyeing, and Finishing Company (Limited).	Bleaching, dyeing, stiffening, and finishing cotton, woollen, and silk goods.	The Works, City-road, Manchester.	16 Sept.	8	80	20,000	2,000	80	ditto -	- ditto -	8	Being wound up.
3,749	Croesor Fawr Slate Quarry Company (Limited).	Working the Croesor Fawr Quarries, in the parish of Llanfrothen.	Port Madoc, North Wales	16 Sept.	11	138	80,000	160	148	500 – –	74,000 – –	20	Still in operation.
3,750	Field's Mercantile Company (Limited).	Trading in lime-stone, slates, manures, feeding stuffs and building materials.	Dogpole, Shrewsbury -	16 Sept.	7	910	30,000	3,000	450 1,484	10 – – 5 – –	7,990 – –	37	- ditto.
3,751	West of England Woollen Manufacturing Company (Limited).	The manufacture of woollen fabrics	28, Cornhill - - -	19 Sept.	8	150	100,000	10,000	150	No return	No return -	8	Being wound up.
3,752	National Cotton Cultivation Company of Greece (Limited).	Cultivating cotton in Greece -	19, Salisbury-street, Strand, Middlesex.	19 Sept.	7	19	1,000	100	19	ditto -	- ditto -	7	Supposed to be still in operation.
3,753	Wootton Coal Company (Limited).	Buying and selling coal at Wootton, in the Isle of Wight.	Wootton, Isle of Wight -	20 Sept.	10	73	300	300	73	ditto -	- ditto -	10	- ditto.
3,754	London Oil Mills Company (Limited).	Carrying on oil mills - - -	31, Threadneedle-street -	20 Sept.	7	350	100,000	10,000	350	ditto -	- ditto -	7	Being wound up.
3,755	Liverpool and General Assurance, Investment, and Advance Association (Limited).	Assurance generally - - -	82, St. Anne-street, Liverpool.	21 Sept.	7	79	2,000	10,000	79	ditto -	- ditto -	7	Supposed to be still in operation.
3,756	South Hylton Gas Light and Coke Company (Limited).	Supplying South Hylton, Durham, with gas.	4, Ford-terrace, South Hylton, Sunderland.	21 Sept.	7	70	3,000	600	75 196	5 – – 4 – –	1,119 – –	23	Still in operation.
3,757	Allendale Gas Light and Coke Company (Limited).	Supplying Allendale, Northumberland, with gas.	Allendale - - -	21 Sept.	8	70	1,500	300	181	No return	No return -	23	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies' Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,758	Freen and Company (Limited)	Carrying on Messrs. Freen and Company's business for the manufacture of Portland, Roman, and other cements.	17, Abingdon-street, Westminster.	21 Sept.	7	7	50,000	1,000	416 77	50 – – 25 – –	22,385 – –	14	Still in operation.
3,759	Marine Estates Company (Limited).	Purchasing marine estates, and improving same, with a view to profit.	10, Swithin's-lane - -	22 Sept.	7	7	250,000	10,000	1,460	5 10 –	2,977 – –	13	- ditto.
3,760	Brighton Baths Company (Limited).	Erecting and carrying on a bathing establishment at Brighton.	36, Lincoln's-inn-fields -	22 Sept.	7	83	50,000	10,000	83	No return	No return -	7	Supposed to be still in operation.
3,761	Hull and East Riding Land, Mortgage, and Investment Company (Limited).	Dealing in lands, tenements, &c.	3, Land of Green Ginger, Kingston-upon-Hull.	22 Sept.	7	175	20,000	2,000	222	2 – –	444 – –	18	Still in operation.
3,762	Dorchester Antelope Hotel Company (Limited).	Acquiring and carrying on the business of the Antelope hotel, at Dorchester.	Antelope Hotel, Dorchester, Devonshire.	22 Sept.	10	95	10,000	1,000	95	No return	No return -	10	Supposed to be still in operation.
3,763	Credit Foncier and Mobilier of England (Limited).	Lending money and assisting commercial enterprises.	17 and 18, Cornhill -	22 Sept.	6	4,000	4,000,000	200,000	200,000	5 – –	999,825 – –	4,541	Still in operation.
3,764	London and Southwark Insurance Corporation (Limited).	Life, fire, and marine insurance -	73 and 74, King William-street.	22 Sept.	7	500	500,000	20,000	7,010	5 – –	35,040 – –	165	- ditto.
3,765	Evan Leigh, Son, and Company (Limited).	Acquiring and carrying on the business of Messrs. Evan Leigh, Son, and Company, engineers and machinists, at Newton, Manchester.	Junction Iron Works, Miles Platting, Manchester.	23 Sept.	7	710	150,000	6,000	3,216 2,000	10 – – 20 – –	71,912 – –	95	- ditto.
3,766	Mit Gammar Trading Company (Limited).	Trading in cotton, in Liverpool and elsewhere.	Not stated - - -	23 Sept.	7	7	50,000	2,500	7	No return	No return -	7	Supposed to be still in operation.
3,767	Kenyon Coal and Iron Company (Limited).	Coal and iron mining, at Ruabon, Denbighshire.	Ruabon, Denbigh - -	24 Sept.	7	1,700	30,000	3,000	1,500 970	10 – – 5 – –	19,710 – –	24	Still in operation.
3,768	Commonwealth Land, Building, Estate, and Auction Company (Limited).	Buying, selling, and dealing in land.	96, Mile-end-road, London.	26 Sept.	8	180	30,000	6,000	1,185	1 – –	1,185 – –	81	- ditto.
3,769	Public Works and Credit Company of Italy (Limited).	Developing business and making improvements in Italy.	119, Chancery-lane -	27 Sept.	7	350	250,000	25,000	350	No return	No return -	7	Supposed to be still in operation.
3,770	Victoria Land and Investment Company (Limited).	The dealing in lands, tenements, hereditaments, and securities of any tenure.	Rokeby House, Stratford, Essex.	28 Sept.	8	280	100,000	10,000	2,530	2 – –	4,902 – –	110	Still in operation.
3,771	Italian Building Society (Limited).	Building and dealing in houses, &c., in Italy.	3, Barge-yard, Bucklersbury.	29 Sept.	7	7	280,000	14,000	3,254	Nil -	Nil - -	10	Supposed to be still in operation.
3,772	London and Cornwall Bank (Limited).	Banking - - - - -	Not stated - - -	29 Sept.	7	7	1,000	40	7	No return	No return -	7	- ditto.
3,773	New Sedgwick Gunpowder Company (Limited).	Carrying on the business of the Sedgwick Gunpowder Company (Limited).	Sedgwick, Helsington, Westmorland.	30 Sept.	7	2,616	50,000	5,000	1,200 3,750	10 – – 1 – –	15,750 – –	31	Still in operation.
3,774	London Cart, Waggon, Van,	The manufacture and sale of	8, Gray's-inn-square,	1 Oct.	7	72	2,000	200	72	No return	No return -	7	Supposed to be still in operation.

	mited).	between the United Kingdom and the Colonies.											
3,777	Telegraphic News Association (Limited).	Supplying news by telegraph -	90, Cannon-street - -	6 Oct.	7	135	50,000	5,000	135	- ditto -	- ditto -	7	Dissolved.
3,778	Bradford Victoria Hotel Company (Limited).	Carrying on the business of hotel-keepers, at Bradford.	5, Piccadilly, Bradford, York.	7 Oct.	7	148	20,000	1,000	148	- ditto -	- ditto -	7	Supposed to be still in operation.
3,779	Anglo-Russian Bank (Limited)	Banking in Great Britain, Russia, and other countries.	Not stated - - -	7 Oct.	7	20	2,000	20	20	- ditto -	- ditto -	7	- ditto.
3,780	Imperial Confirmed English and Russian Bank (Limited).	Banking in Great Britain, Russia, and other countries.	Not stated - - -	7 Oct.	7	20	2,000	20	20	- ditto -	- ditto -	7	- ditto.
3,781	South Blackpool Jetty Company (Limited).	Building a jetty at South Blackpool, Lancashire.	108, King-street, Manchester.	10 Oct.	12	110	20,000	1,000	1,337	1 - -	1,227 - -	77	Still in operation.
3,782	Imperial Cork Company (Limited).	Importing, manufacturing, and selling corks.	11, Glasshouse-street, Regent-street.	10 Oct.	7	30	30,000	3,000	30	No return	No return -	7	Supposed to be still in operation.
3,783	Sutton Bridge Gas and Coke Company (Limited).	Supplying gas to the town of Sutton-bridge, Lincolnshire.	Long Sutton, Lincolnshire.	11 Oct.	13	69	1,600	160	160	10 - -	1,600 - -	39	Still in operation.
3,784	Darlaston Steel and Iron Company (Limited).	Acquiring and carrying on the Darlaston Green and Tipton Iron Works and Collieries, in Staffordshire.	Darlaston, Staffordshire -	11 Oct.	10	94	120,000	120	120	200 - -	24,000 - -	14	- ditto.
3,785	Eastern Assam Company (Limited).	Cultivating tea in Assam and British India.	2, East India Avenue, Leadenhall street.	11 Oct.	7	700	250,000	25,000	18,000	3 10 -	59,785 - -	158	- ditto.
3,786	Plymouth and Stonehouse Aërated Bread Company (Limited).	Bread and biscuit bakers - -	20, Russell-street, Plymouth.	12 Oct.	13	480	10,000	2,000	490	3 10 -	1,265 - -	11	- ditto.
3,787	Croydon Friendly Societies' Hall Company (Limited).	Erecting a hall and rooms at Croydon.	2A, Addiscombe-road, Croydon.	12 Oct.	17	184	5,000	5,000	2,010	No definite amount has been called. It is paid by monthly subscriptions.	558 19 -	450	- ditto.
3,788	Printing and Advertising Company (Limited).	Acquiring and carrying on the printing and publishing business now carried on at 121, Fleet-street.	121, Fleet-street, London	12 Oct.	7	245	6,000	600	200 370	- 10 -	1,016 13 4 3,700 - -	9	- ditto.
3,789	Isle of Man Railway Company (Limited).	Making and working railways in the Isle of Man.	Not stated - - -	12 Oct.	7	7	100,000	10,000	7	No return	No return -	7	Supposed to be still in operation.
3,790	Tyne Coal Company (Limited)	Acquiring and working collieries and mines.	1, Spicer-lane, Quay-side, Newcastle-on-Tyne.	12 Oct.	7	13	100,000	40	39	500 - -	8,000 - -	19	Still in operation.
3,791	Gas Light Improvement Company (Limited).	Making, using, and selling apparatus for improved gas lighting.	27, Cannon-street, Westminster.	12 Oct.	7	7	4,000	80	7	No return	No return -	7	Supposed to be still in operation.
3,792	Hancocks' Foundry and Engineering Company (Limited).	Acquiring and carrying on the iron foundry of Messrs. Hancock and Son, at Fenton, Staffordshire.	Fenton, Staffordshire -	14 Oct.	7	7	100,000	10,000	1,200 2,486	10 - - 3 - -	19,388 - -	59	Still in operation.
3,793	Auction Mart Company (Limited).	Providing an auction mart in the City of London.	62, Old Broad-street, London,	14 Oct.	7	140	75,000	3,000	2,114	15 - -	31,670 - -	112	- ditto.
3,794	Princess of Wales Slate Company (Limited).	Working slate quarries, situate in Nant-y-Pennant, Carnarvonshire.	13, Old Jewry Chambers	15 Oct.	7	175	50,000	10,000	175	No return	No return -	7	Supposed to be still in operation.
3,795	Liverpool Printing and Stationery Company (Limited).	Purchasing and carrying on the printing business of George M'Corquodale, of Liverpool.	38, Castle-street, Liverpool.	15 Oct.	7	120	12,000	120	116	100 - -	11,600 - -	7	Still in operation.
3,796	Shanklin Gas Company (Limited).	Supplying the district of Shanklin with gas.	The Works, Shanklin -	15 Oct.	8	140	2,000	400	140	No return	No return -	8	Supposed to be still in operation.
3,797	Sheffield Metal Company (Limited).	Dealing in, mining for, and manufacturing metals, &c.	Central Chambers, High-street, York.	15 Oct.	7	100	4,000	200	200	5 - -	1,000 - -	7	Still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,798	Universal Contract Company (Limited).	Contracting for the construction or carrying on public works.	31, Threadneedle-street -	15 Oct.	7	160	2,000,000	100,000	160	No return	No return -	7	Supposed to be still in operation.
3,799	West Worthing Waterworks, Baths, and Assembly Rooms Company (Limited).	Erecting and maintaining waterworks, baths, &c., at West Worthing, Sussex.	5, Westminster Chambers, Victoria-street	17 Oct.	8	185	20,000	2,000	1,183	5 - -	5,805 - -	61	Still in operation.
3,800	Burnley Market Company (Limited).	Providing a market at Burnley, Lancashire.	12, Hargreaves - street, Burnley, Lancaster.	17 Oct.	7	250	30,000	6,000	250	No return	No return -	7	Incorporated by Act of Parliament.
3,801	Southwark India Rubber Company (Limited).	Making and selling india rubber goods.	87, Grange-road, Bermondsey.	18 Oct.	7	27	10,000	40	36	165 - -	5,765 - -	8	Still in operation.
3,802	Seed Crushing (Trial) Company (Limited).	Making and selling oil and oil cake.	27, Great St. Helen's, Bishopsgate, City of London.	19 Oct.	7	31	5,000	50	31	No return	No return -	7	Supposed to be still in operation.
3,803	Joint Stock Coal Company (Limited).	Supplying the public and the shareholders with coal, coke, &c.	49, Fleet-street, London	19 Oct.	7	325	50,000	50,000	1,407	- 10 -	6,513 15 -	874	Still in operation.
3,804	London and Scottish Bank (Limited).	Banking - - - - -	12, King's Arms Yard, Moorgate-street.	20 Oct.	10	475	500,000	10,000	475	No return	No return -	10	Being wound up.
3,805	Pembroke Rooms Company (Limited).	Providing in the town of Pembroke public rooms for assemblies, balls, concerts, &c.	Main-street, Pembroke -	21 Oct.	7	33	2,000	200	33	- ditto -	- ditto -	7	Supposed to be still in operation.
3,806	Northern Assam Tea Company (Limited).	Cultivating tea in Assam, Eastern India.	35, Bucklersbury - -	21 Oct.	7	3,250	400,000	40,000	15,000 16,799	1 10 - 5 - -	94,118 10 -	284	Still in operation.
3,807	British and Foreign Mining Financial Association (Limited).	Carrying on any business connected with mining.	32, Walbrook, London -	22 Oct.	8	8	1,000,000	40,000	8	No return	No return -	8	Being wound up.
3,808	Coiro Lead Mining Company (Limited).	Working the Coiro Mine, Novara, Italy.	79, Cannon-street, London.	22 Oct.	9	3,600	7,200	3,600	3,600	- ditto -	- ditto -	9	- ditto.
3,809	Metropolitan Land and Finance Company (Limited).	Dealing in land, houses, &c., and lending money.	119, Cheapside, London -	24 Oct.	12	319	100,000	10,000	6,400	3 - -	19,602 10 -	211	Still in operation.
3,810	Bristol City Chambers Company (Limited).	Purchasing certain buildings and premises in Small-street, Bristol.	19, Small - street, St. Werburgh, Bristol.	26 Oct.	7	238	17,000	340	340	12 10 -	3,825 - -	11	- ditto.
3,811	Devonport Aërated Bread Company (Limited).	Making and selling bread, biscuits, &c.	Clowance-street, Devonport.	26 Oct.	7	270	5,000	1,000	500	2 10 -	925 7 5	16	- ditto.
3,812	Birmingham Great Western Hotel Company (Limited).	Erecting and carrying on an hotel at Snow-hill, Birmingham.	5, Union-street, Birmingham.	28 Oct.	7	285	50,000	2,500	1,620	6 - -	9,720 - -	33	- ditto.
3,813	Universal Telegram Company (Limited).	Conveying to or from all parts of the globe news, intelligence, &c.	4, Skinner's-place, Sise-lane.	28 Oct.	7	152	100,000	10,000	152	No return	No return -	7	Supposed to be still in operation.
3,814	Builders' Guarantee Society (Limited).	Granting policies or bonds guaranteeing the fulfilment of contracts, &c.	95, Gracechurch-street -	28 Oct.	7	5,000	50,000	5,000	5,000	- ditto -	- ditto -	7	Dissolved.
3,815	London, Leeswood, and Erith	Working mines of iron, coal, can-	1, Great Winchester-	28 Oct.	7	4,170	100,000	10,000	2,800 5,200	10 - - 6 - -	56,265 - -	45	Still in operation.

3,817	Welsh Cannel Oil Company (Limited).	Mining in Wales for coals, &c. -	1, Skinner's-place, Sise-lane.	29 Oct.	7	1,690	50,000	5,000	1,690	No return	No return -	7	Supposed to be still in operation
3,818	Great Northern Building, Loan, Discount, and Investment Company (Limited).	Purchasing land, buildings, and shipping, and lending money.	24, Bishop-lane, Kingston-upon-Hull.	31 Oct.	8	225	100,000	50,000	975 50	- 10 - 2 - -	587 10 -	25	Still in operation.
3,819	Aldershot Gas Consumers Company (Limited).	Supplying the parish of Aldershot with gas.	Oxford Villa, Victoria-road, Aldershot.	31 Oct.	17	205	5,000	1,000	554	4 - -	1,803 - -	73	- ditto.
3,820	Dover Private Hotel Company (Limited).	Purchasing and carrying on a private hotel in the county of Middlesex.	6, John-street, Bedford-row.	31 Oct.	7	7	5,000	500	7	No return	No return -	7	Being wound up.
3,821	Isle of Wight Hotels Company (Limited).	Establishing and carrying on hotels at all or some of the most important places in the Isle of Wight.	136, Gresham House -	1 Nov.	7	140	100,000	10,000	140	- ditto -	- ditto -	7	Supposed to be still in operation.
3,822	Allington Quarry and Brick Company (Limited).	Working a stone quarry in the parish of Allington, Kent.	Allington Quarry, near Maidstone.	1 Nov.	7	72	7,200	72	72	92 - 1	6,630 -	7	Still in operation.
3,823	East Westminster Mining Company (Limited).	Lead and copper mining at Llanarmon, Denbighshire.	3, —— -y-Cryn-terrace, Fairfield, Wrexham.	2 Nov.	26	660	5,000	5,000	1,500 1,525	1 - - - 15 -	2,457 13 -	80	- ditto.
3,824	Agricultural and General Machinery Agency (Limited).	Dealing in agricultural and general machinery.	Not stated - - -	2 Nov.	7	115	1,000	1,000	115	No return	No return -	7	Supposed to be still in operation.
3,825	General Provincial Life Assurance Company (Limited).	Life assurance in all its branches	Park-row, Nottingham -	2 Nov.	7	90	100,000	20,000	497	1 - -	477 - -	10	Still in operation.
3,826	Sandown Institute (Limited) -	Acquiring land to build a lecture hall, &c., at Sandown, Isle of Wight.	Not stated - - -	2 Nov.	7	180	2,000	2,000	180	No return	No return -	7	Supposed to be still in operation.
3,827	Fadw Mining Company (Limited).	Lead and copper mining - -	- ditto - - -	2 Nov.	7	1,100	3,000	3,000	1,100	- ditto -	- ditto -	7	- ditto.
3,828	Ouvah Coffee Company (Limited).	Purchasing coffee plantations in Ceylon, and cultivating coffee.	70, Cannon-street - -	4 Nov.	7	7	100,000	10,000	10,000	10 - -	98,337 10 -	132	Still in operation.
3,829	St. Brelade's Bay Family Hotel Company (Limited).	Erecting and carrying on an hotel at St. Brelade's Bay, Jersey.	11, Great Winchester-street.	5 Nov.	7	40	12,500	2,500	40	No return	No return -	7	Supposed to be still in operation.
3,830	Colonial Securities Company (Limited).	Carrying on the business of the Canada Agency Association (Limited).	80, Lombard-street, City	5 Nov.	7	700	500,000	50,000	20,235	2 - -	40,470 - -	140	Still in operation.
3,831	Stourbridge Glass Company (Limited).	Glass making - - - -	Platt's Glass Works, Stourbridge.	7 Nov.	7	7	20,000	2,000	819 100 160	5 - - 6 - - 10 - -	6,295 - -	40	- ditto.
3,832	Bristol Chain and Anchor Testing Company (Limited).	Providing chain and anchor testing machines.	Maish-street, Bristol -	7 Nov.	12	200	3,000	300	261	5 - -	1,305 - -	20	- ditto.
3,833	Clifton Arms and Pier Hotel Company (Limited).	Purchasing and carrying on the Clifton Arms hotel at Blackpool, Lancaster.	Blackburn, Lancashire -	7 Nov.	9	460	15,000	3,000	460	No return	No return -	9	Supposed to be still in operation.
3,834	Isle of Thanet Steam Flour Mill Company (Limited).	Making flour, and the user of steam mills for any purpose for which they are applicable.	The Isle of Thanet Steam Flour Mill, St. Lawrence, Ramsgate, Kent.	8 Nov.	7	340	6,000	1,200	1,200	5 - -	1,200 - -	45	Still in operation.
3,835	Welsh Granite Company (Limited).	Quarrying for granite in Carnarvonshire.	Yr. Eifl Quarry, Llandelhaiarn, Carnarvonshire.	9 Nov.	7	158	35,000	132 and Consolidated Stock to the amount of	none	none	none 21,800 - -	none	- ditto.
3,836	Foreign Lands and Mineral Rights Purchase Company (Limited).	Working mines in America -	8, Austin Friars - -	9 Nov.	7	7	20,000	100	83 16	145 - - 200 - -	14,970 - -	51	- ditto.
3,837	Alexandra Theatre and Opera House Company (Limited).	Constructing and carrying on a theatre and opera house.	1, Union-court, Castle-street, Liverpool.	10 Nov.	7	355	50,000	5,000	3,830	4 - -	14,898 - -	166	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,838	Brighton Gas Consumers Company (Limited).	Making and selling gas - -	17, Prince Albert-street, Brighton, Sussex.	10 Nov.	8	46	100,000	10,000	46	No return	No return -	8	Supposed to be still in operation.
3,839	Wearde Stone Quarries Company (Limited).	Working Wearde stone quarries, St. Stephen's, Saltash, Cornwall.	Flora Villa, Gunneslake, Calstock, Cornwall.	10 Nov.	8	355	3,000	3,000	355	- ditto -	- ditto -	8	- ditto.
3,840	Batley Station Hotel Company (Limited).	Erecting and carrying on an hotel at Batley station, Soothill, Dewsbury, Yorkshire.	Wellington-street, Batley, Yorkshire.	10 Nov.	7	43	6,000	300	170	2 10 -	2,087 10 -	32	Still in operation.
3,841	Anglo-Egyptian Cotton and Oil Company (Limited).	Acquiring and carrying on the cotton ginning factory lately erected at Seringas, in Lower Egypt.	63, King-street, Manchester.	10 Nov.	7	3,400	100,000	10,000	1,500 1,000 1,290	10 - - 5 - - 3 - -	23,870 - -	13	- ditto.
3,842	North Staffordshire Brick and Tile Company (Limited).	Acquiring and carrying on certain brick and tile fields at Chesterton, North Staffordshire.	Chesterton, Newcastle, Staffordshire.	12 Nov.	7	350	25,000	5,000	350	No return	No return -	7	Supposed to be still in operation.
3,843	New Weedon Iron Company (Limited).	Mining for iron in the county of Northampton.	63, King-street, Manchester.	12 Nov.	9	1,700	30,000	2,400	2,400	10 - -	22,825 - -	21	Still in operation.
3,844	Carlisle Biscuit Company (Limited).	Making and selling, by wholesale only, biscuits and fancy bread.	James-street, Carlisle -	14 Nov.	7	900	50,000	2,500	300 1,057	20 - - 10 - -	16,500 - -	56	- ditto.
3,845	Earls Colne Gas-light and Coke Company (Limited).	Supplying the town of Earls Colne, in Essex, with gas.	Not stated - - -	15 Nov.	7	31	2,000	400	31	No return	No return -	7	Supposed to be still in operation.
3,846	Church Shetton Hotel Company (Limited).	To provide an hotel at Church Shetton.	Dogpole, Shrewsbury -	15 Nov.	7	195	5,000	500	298	3 10 -	793 - -	15	Still in operation.
3,847	London and Provincial Finance Company (Limited).	Money lending in all its branches	10, Old Jewry Chambers	16 Nov.	7	403	50,000	10,000	403	No return	No return -	7	Being wound up.
3,848	Eastern District Freehold Estates Company (Limited).	Purchasing estates, and improving same for building purposes.	106, Fenchurch street -	16 Nov.	11	475	100,000	10,000	5,545	2 10 -	13,862 10 -	198	Still in operation.
3,849	Wellsbourne Gas-light, Coke, and Coal Company (Limited).	Supplying Wellsbourne, Warwickshire, with gas.	Wellsbourne, Warwick -	19 Nov.	7	165	2,000	1,000	1,000	2 - -	2,000 - -	60	- ditto.
3,850	Bolckow, Vaughan & Co. (Limited).	Acquiring and working the coal, iron, and other mines, situate in Yorkshire and Durham, now occupied by or belonging to Messrs. Bolckow & Vaughan.	- - - -	19 Nov.	7	2,250	2,500,000	25,000	8,000 17,000	50 - - 17 10 -	297,500 - -	421	- ditto.
3,851	John Crossley & Sons (Limited).	Acquiring and carrying on the business of Messrs. J. Crossley & Sons, carpet manufacturers.	Dean Clough Mills, Halifax, Yorkshire.	19 Nov.	8	93,499	1,650,000	110,000	105,300	10 - -	1,053,000 - -	1,035	- ditto.
3,852	Family and Servants' Newspaper Company (Limited).	Publishing a newspaper and other periodicals.	44, New Bond-street -	21 Nov.	16	207	5,000	5,000	207	No return	No return -	16	Supposed to be still in operation.
3,853	Kingswood Coal and Iron Company (Limited).	Purchasing and working coal, iron, and other mines, at Kings-	Kingswood, Gloucestershire.	21 Nov.	7	1,000	100,000	1,000	1,000	65 - -	62,000 - -	18	Still in operation.

	pany of Assam (Limited).	in the province of Assam, India.												
3,856	Weymouth Brewery Company (Limited).	Carrying on a brewery at Melcombe Regis, Dorset.	St. Thomas-street, Melcombe Regis.	22 Nov.	7	82	2,000	200	82	No return	No return -	7	Supposed to be still in operation.
3,857	Newport Credit Association (Limited).	Lending money on security -	Great Dock-street, Newport, Monmouth.	22 Nov.	8	155	10,000	1,000	592	2 - -	1,184 - -	47	Still in operation.
3,858	Fresh Provision Preserving Company (Limited).	Preserving provisions - -	Abchurch Chambers, Abchurch-lane.	22 Nov.	9	78	11,500	400	400	25 - -	9,582 10 -	34	Winding up.
3,859	E. Selby & Co. (Limited) -	Purchasing and carrying on the business of merchants and commission agents now carried on by E. Selby & Co.	44, St. Paul's-churchyard	23 Nov.	7	7	500,000	44,600	7	No return	No return -	7	Supposed to be still in operation.
3,860	Joint Stock Wine Shipping Company (Limited).	Dealing in wines and spirits in Great Britain, or elsewhere.	Not stated - - -	23 Nov.	7	135	100,000	5,000	135	- ditto -	- ditto -	7	- ditto.
3,861	Patented Domestic Inventions Trading Company (Limited).	Acquiring and working certain patents for improving the manufacture of domestic utensils.	Not stated - - -	25 Nov.	7	100	50,000	25,000	100	- ditto -	- ditto -	7	Being wound up.
3,862	Day & Son (Limited) - -	Acquiring and carrying on the business now carried on by Day & Son (Limited).	6, Gate-street, Lincoln's Inn-fields.	26 Nov.	7	5,036	160,000	16,000	10,460	5 10 -	57,530 - -	183	Still in operation.
3,863	Maryport Gas-light Company (Limited).	Lighting Maryport, Cumberland, with gas.	Gas Works, Nelson-lane, Maryport, Cumberland.	26 Nov.	7	21	14,000	700	671	14 - -	9,394 - -	103	- ditto.
3,864	Cheadle Omnibus Company (Limited).	Conveying passengers and goods in omnibuses, coaches, and cabs, &c.	Cheadle, near Manchester.	28 Nov.	7	43	5,000	1,000	408	5 - -	2,014 - -	54	- ditto.
3,865	Birmingham and Midland Counties Butchers, Hide, Skin, Fat, and Wool Company (Limited).	Dealing in hides, skin, fat, and wool.	Railway Arches, Park-street, Birmingham.	28 Nov.	17	85	5,000	1,000	1,000	2 - -	2,000 - -	115	- ditto.
3,866	Winchester Consumers' Water, Gas, and Coke Company (Limited).	Supplying gas, water, and coke to the town of Winchester.	42, Lombard-street, City of London.	29 Nov.	7	7	60,000	6,000	7	No return	No return -	7	Supposed to be still in operation.
3,867	Aberystwith Co-operative Building Company (Limited).	Building houses at Aberystwith -	18, Great Dark Gate-street, Aberystwith.	29 Nov.	41	492	3,000	600	600	- 11 2	329 - -	53	Still in operation.
3,868	Patent Oil and Stearine Company (Limited).	Purchasing and working certain patents for the improved working of machines for the manufacture of oil, &c.	56, King William-street, City.	30 Nov.	7	92	50,000	2,500	1,655	10 - -	16,000 - -	52	- ditto.
3,869	Galen Chemical Company (Limited).	Manufacturing certain chemical products.	Not stated - - -	1 Dec.	13	275	10,000	500	275	10 - -	2,670 - -	13	- ditto.
3,870	Goole Steam Shipping Company (Limited).	Carrying passengers, goods, minerals, &c., in ships or boats.	Custom House-buildings, Goole, Yorkshire.	1 Dec.	7	360	100,000	4,000	1,996	12 10 -	24,435 - -	116	- ditto.
3,871	New Longford Club (Limited)	Erecting a building, and laying out grounds to be used for the purposes of the company.	Gresham Chambers, 44, Princess-street, Manchester.	1 Dec.	7	7	400	80	7	No return	No return -	7	Supposed to be still in operation.
3,872	Calcutta Docks and Wharves Company (Limited).	Constructing docks and wharves at Calcutta.	11, Great Queen-street, Westminster.	2 Dec.	7	70	2,000	2,000	70	- ditto -	- ditto -	7	- ditto.
3,873	London and Burton Cooperage Company (Limited).	Making casks and barrels by machinery.	Not stated - - -	3 Dec.	7	7	2,000	400	7	- ditto -	- ditto -	7	- ditto.
3,874	Neptune Marine Insurance Company (Limited).	Marine insurance - - -	Commercial-terrace, West Hartlepool.	3 Dec.	16	66	10,000	1,000	1,000	2 - -	2,000 - -	41	Still in operation.
3,875	Shareholders Guardian Company (Limited).	Purchasing and publishing newspapers or periodicals.	16, Ludgate-street -	5 Dec.	7	11	8,000	4,000	1,699	2 - -	2,942 - -	70	- ditto.
3,876	Padstow Gas Consumers' Company (Limited).	Supplying Padstow with gas -	Not stated - - -	6 Dec.	21	150	1,500	300	150	No return	No return -	21	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

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	In England—*continued.*			1864:		£.	£.			£. s. d.	£. s. d.		
3,877	Financial Insurance Company (Limited).	Fire, Life and Guarantee Insurance.	60, King William-street	6 Dec.	7	120	1,000,000	50,000	8,163	2 – –	13,862 – –	184	Still in operation.
3,878	Macclesfield Alpaca and Stuff Company (Limited).	Preparing and manufacturing alpaca, jute, mohair, &c., and dealing in same.	Crystal Palace Mill, Henderson-street, Macclesfield.	7 Dec.	8	40	10,000	100	40	100 – –	4,000 – –	7	- ditto.
3,879	Tamar Fire-brick Company (Limited).	Making fire bricks at Calstock, Cornwall.	14, Chatham-place, Blackfriars.	7 Dec.	7	65	20,000	4,000	65	No return	No return -	7	Supposed to be still in operation.
3,880	Licensed Victuallers' Brewery Company (Limited).	Brewing ale, porter, stout and other malt beverages.	65, Great Russell-street, Bloomsbury.	7 Dec.	9	9	1,000,000	40,000	9	ditto -	- ditto -	9	- ditto.
3,881	Periodical Publication Company (Limited).	Acquiring and publishing certain periodical publications.	44, Paternoster-row, London.	7 Dec.	16	1,059	2,000	200	1,059	ditto -	- ditto -	16	- ditto.
3,882	"Reader" Company (Limited)	Purchasing and publishing the "Reader" Newspaper.	24, Tavistock-street, Covent Garden.	8 Dec.	7	8	5,000	50	42	80 – –	3,090 – –	33	Being wound up.
3,883	Public Works Company (Limited).	Constructing or entering into contracts for the construction of public works.	Not stated - - -	8 Dec.	7	35	2,000	200	35	No return	No return -	7	Supposed to be still in operation.
3,884	Retford Cattle Market Company (Limited).	The formation of a cattle market at Retford.	Church Gate, East Retford, Nottinghamshire.	9 Dec.	7	165	500	500	165	ditto -	- ditto -	7	- ditto.
3,885	Street Rolling Stock Company (Limited).	The manufacturing, letting and dealing in carts, waggons, &c.	York Chambers, York Buildings, Adelphi.	9 Dec.	7	35	200,000	20,000	35	ditto -	- ditto -	7	- ditto.
3,886	Bismuth and Copper Mining Company of South Australia (Limited).	Mining in South Australia -	1, Charlotte-row, Mansion House, City of London.	9 Dec.	7	455	180,000	60,000	455	ditto -	- ditto -	7	- ditto.
3,887	Cardiff and Newport Colliery and Ironstone Company (Limited).	Working certain mines and collieries, and manufacturing patent fuel.	12, Great George-street, Westminster.	9 Dec.	7	151	100,000	20,000	151	ditto -	- ditto -	7	- ditto.
3,888	Imperial Austrian Gas Company (Limited).	The manufacturing and supplying gas in Austria.	60, Gracechurch-street -	9 Dec.	7	7	350,000	14,000	5,077	20 – –	59,140 – –	75	Still in operation.
3,889	Bank of Leeds (Limited) -	Banking - - - - -	25, Albion-street, Leeds	10 Dec.	7	800	1,000,000	10,000	6,122	25 – –	153,050 – –	151	- ditto.
3,890	Pant-y-Glien Slate and Slab Company (Limited).	Slate quarrying at Abergevili, in the county of Carmarthen.	49, Lombard-street -	10 Dec.	9	89	12,000	600	100 500	20 – – 12 – –	7,988 – –	32	- ditto.
3,891	Cheltenham College Boarding Houses Company (Limited).	To provide boarding houses in connection with Cheltenham College.	Cheltenham College, Cheltenham.	10 Dec.	9	90	20,000	1,000	90	No return	No return -	9	Supposed to be still in operation.
3,892	Pembroke Slate Company (Limited).	Slate quarrying at Fisguard, in the county of Pembroke.	18, New Bridge-street, Blackfriars.	10 Dec.	7	1,850	40,000	20,000	14,000 6,000	– 7 6 1 – –	11,241 5 –	44	Still in operation.
3,893	Stockton Rail Mill Company (Limited).	Manufacturing iron - - -	Not stated - - -	12 Dec.	9	111	35,000	350	350	50 – –	18,420 – –	38	- ditto.
3,894	Stockton Iron Furnace Company (Limited).	Working, winning, and vending ironstone, and the manufacturing pig iron.	Not stated - - -	12 Dec.	9	440	60,000	1,200	969	50 – –	48,325 – –	49	- ditto.
3,895	Hull Fishing Company (Limited).	Whale, seal and other fishing -	Queen's Dock, Kingston-on-Hull.	12 Dec.	7	845	9,000	6,000	3,583	1 10 –	5,374 10 –	120	- ditto.
3,896	French & Company (Limited)	Wine and Spirit Merchants -	Catherine-street, Strand	12 Dec.	7	55	10,000	100	55	No return	No return -	7	Supposed to be still in operation.
3,897	Hednesford Colliery Company	Working the Hednesford Colliery,	Hednesford Colliery, Hed-	12 Dec.	9	600	60,000	600	600	10 – –	4,500 – –	9	Still in operation.

3,899	Romsey Corn Exchange Company (Limited).	To erect a corn exchange at Romsey.	Romsey, Hampshire -	13 Dec.	31	145	2,000	200	145	No return	No return	31	Supposed to be still in operation.
3,900	Iron Ship Coating Company (Limited).	Manufacturing and applying Captain M'Killop's composition for coating the bottom of ships.	2, St. Michael's House, Cornhill.	13 Dec.	7	70	25,000	500	299	10 – –	4,410 – –	16	Still in operation.
3,901	East Maes-y-Safn Lead Mining Company (Limited).	Mining for lead in the counties of Flint and Denbigh.	19, Pepper-street, Chester	15 Dec.	7	550	50,000	5,000	500 2,024	10 – – 2 10 –	3,453 – –	75	- ditto.
3,902	Rhyl Promenade Pier Company (Limited).	Constructing a pier at Rhyl -	Belvoir Hotel, 10, East Parade, Rhyl, Flintshire.	15 Dec.	62	341	20,000	2,000	341	No return	No return -	62	Supposed to be still in operation.
3,903	Caldbeck Fells Consolidated Lead and Copper Mining Company (Limited).	Working the Dry Gill and Canock End Mines, Caldbeck, Cumberland.	192, Gresham House, Old Broad-street.	16 Dec.	7	7	60,000	30,000	30,000	1 – –	27,377 10 –	286	Still in operation.
3,904	Portuguese Contract Company (Limited).	Carrying on railway, and other contracts in Portugal.	9, Old Broad-street -	19 Dec.	8	18,000	360,000	18,000	18,000	10 – –	166,500 – –	15	- ditto.
3,905	Brierly Hill Public Rooms Company (Limited).	Erecting public rooms at Brierly-hill, Staffordshire.	High-street, Brierly-hill, Kingswinford, Staffordshire.	19 Dec.	20	760	3,000	3,000	760	No return	No return -	20	Supposed to be still in operation.
3,906	Tewkesbury Original Brewery Company (Limited).	Brewing, &c., at Tewkesbury -	High-street, Tewkesbury, Gloucester.	19 Dec.	7	310	5,000	1,000	915	5 – –	3,982 – –	55	Still in operation.
3,907	Epworth Gas Company (Limited).	Supplying Epworth, in Lincolnshire, with gas.	Market-place, Epworth, Lincolnshire.	20 Dec.	8	75	2,000	400	340	4 – –	1,354 – –	44	- ditto.
3,908	South Lincolnshire Advance and Investment Company (Limited).	Lending money - - -	Hall-street, Spalding, Lincolnshire.	20 Dec.	7	359	2,000	4,000	2,453 1,000	– 5 – – 10 –	863 5 –	34	- ditto.
3,909	City of Milan Improvements Company (Limited).	Acquiring, improving and building on freehold lands in Milan.	150, Gresham House, City of London.	21 Dec.	7	175	600,000	20,000	4,858 15,130	30 – – 5 – –	220,500 – –	174	- ditto.
3,910	Pant Gas Company (Limited)	Supplying Pant and Rhosllanerchigog, in the county of Denbigh, with gas.	10, John-street, Bedford-row, Middlesex.	21 Dec.	7	24	3,000	600	24	No return	No return -	7	Supposed to be still in operation.
3,911	St. Clement's Danes Improvement Company (Limited).	The improvement of property, &c. in the parish of St. Clement's Danes, Middlesex.	32, Fleet-street, London	22 Dec.	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
3,912	Metropolitan Hydraulic Power Company (Limited).	Working a system of hydraulic pressure for the dissemination of motive and other powers, &c. in Middlesex, Surrey, Kent, and Essex, including the City of London.	Not stated - - -	22 Dec.	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.
3,913	Picksley, Sims & Company (Limited).	Carrying on the business of engineers, iron founders, and general contractors.	Bedford, Leigh, Lancaster	22 Dec.	7	6,200	200,000	10,000	10,000	6 – –	57,875 – –	144	Still in operation.
3,914	Northam Pier Company (Limited).	The erection and maintenance of a promenade, landing pier at Northam, Devon.	Not stated - - -	22 Dec.	7	7	8,000	800	7	No return	No return -	7	Supposed to be still in operation.
3,915	Shanklin Bay Pier Company (Limited).	The erection and maintenance of a promenade and pier at Shanklin, in the Isle of Wight.	Not stated - - -	22 Dec.	7	7	25,000	2,500	7	- ditto -	- ditto -	7	- ditto.
3,916	Central and Northern Queensland Land Company (Limited).	Dealing in land in Queensland -	Not stated - - -	23 Dec.	7	750	200,000	10,000	750	- ditto -	- ditto -	7	Being wound up.
3,917	Snaefell Mining Company (Limited).	The working of certain mines in the Isle of Man.	12, Old Jewry Chambers, London.	23 Dec.	7	5,674	30,000	30,000	20,553	1 – –	20,553 – –	180	Still in operation.
3,918	Cornhill Offices Company (Limited).	Purchasing and letting property in the City of London and elsewhere.	6, Dove-court, Old Jewry, City of London.	24 Dec.	23	25	30,000	4,000	30	1,000 –	30,000 – –	30	- ditto.
3,919	Coondoor and Pagoda Coffee Company (Limited).	Carrying on the business of coffee planters in India.	43, Bedford-row, Middlesex.	24 Dec.	8	95	10,000	1,000	95	No return	No return -	8	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1864:			£.			£. s. d.	£. s. d.		
3,920	London Mortgage and Guarantee Society (Limited).	The advancing of money upon security.	1, Saint Swithin's-lane, City of London.	27 Dec.	7	147	250,000	4,922	463 75 10 11 145	40 – – 25 – – 10 – – 20 – – 20 – –	23,085 – –	41	Still in operation.
3,921	M'Connell & Company (Limited).	Cotton spinning and weaving -	90, Henry-street, Ancoats, Manchester.	28 Dec.	7	500	250,000	2,000	2,000	50 – –	100,000 – –	20	- ditto.
3,922	Queensland Company (Limited).	Sheep farming on Northampton Downs, in the Mitchell District, Queensland.	10, King's Arms-yard, Moorgate street.	28 Dec.	7	27	25,000	250	250	100 – –	25,000 – –	10	- ditto.
3,923	Marine Iron Ore Company, Flintshire (Limited).	Mining for iron and other ores at Cwn, in Flintshire.	Prestalwyn, Flintshire -	28 Dec.	7	55	40,000	1,600	55	No return	No return -	7	Supposed to be still in operation.
3,924	Meadow Vale and Saltney Paraffin Oil Refining Company (Limited).	Making oil from cannel, &c. -	Not stated - - -	29 Dec.	7	70	50,000	5,000	70	- ditto -	- ditto -	7	- ditto.
3,925	Hull Theatre and Concert Company (Limited).	Erecting and carrying on a theatre and concert room at Hull.	22, Parliament-street, Hull.	29 Dec.	7	85	20,000	2,000	607	9 – –	5,106 – –	82	Still in operation.
3,926	Marseilles Extension Railway and Land Company (Limited).	Making a railway in and near the City of Marseilles.	4A, Alderman's-walk, New Broad-street.	30 Dec.	8	200	400,000	20,000	14,520	5 – –	155,615 – –	102	- ditto.
3,927	Landport Drapery Company (Limited).	Carrying on the business of warehousemen and drapers.	Commercial-road, Landport, Portsea, Hampshire.	30 Dec.	7	2,150	60,000	3,000	2,150	No return	No return -	7	Supposed to be still in operation.
3,928	Oriental Commercial Bank (Limited).	Banking - - - - -	31, Threadneedle-street, London.	30 Dec.	8	1,475	3,000,000	150,000	21,537 12,577 18,426	7 – – 5 – – 4 – –	272,158 16 –	561	Still in operation.
3,929	Southwark Brewery Company (Limited).	Purchasing and working the Castle Brewery, Southwark.	10, St. George's-road, St. George-the-Martyr, Southwark.	31 Dec.	7	35	50,000	5,000	35	No return	No return -	7	Supposed to be still in operation.
3,930	Bread Patents Company (Limited).	Bread-making and dealing in bread, flour, biscuits, &c.	Not stated - - -	31 Dec.	7	530	20,000	2,000	530	- ditto -	- ditto -	7	Dissolved.
3,931	London Railway and General Van Company (Limited).	Building vans, carts, drays, &c.	2, Moorgate-street, London.	31 Dec.	7	355	10,000	2,000	1,000	2 – –	2,000 – –	17	Still in operation.
3,932	Shirecoaks Colliery Company (Limited).	Mining for coal and other minerals, &c., in the counties of Nottingham, York, and Derby.	123, Fenchurch-street, London.	31 Dec.	9	171	100,000	200	200	225 – –	45,000 – –	17	- ditto.
3,933	Gill Royd Mills Company (Limited).	Woollen cloth fulling and scribblers.	Owler's-lane, Morley, near Leeds.	31 Dec.	7	43	18,000	120	43	No return	No return -	7	Supposed to be still in operation.
3,934	Darjeeling Company (Limited).	Tea growing and cultivating -	16, George-street, Mansion House, London.	31 Dec.	7	7	250,000	12,500	5,637	8 – –	43,776 – –	94	Still in operation.
				1865:									
3,935	Patent Unpickable Lock Company (Limited).	Working patents for the construction of locks.	237, Euston-road, London.	2 Jan.	7	7	6,000	600	3,200 2,000	8 – – 20 – –	5,200 – –	9	- ditto.
3,936	Alliance Financial Company (Limited).	Financial business generally -	37, Queen-street, Cannon-street.	2 Jan.	7	7	100,000	5,000	7	No return	No return -	7	Supposed to be still in operation.

	(Limited).												
3,939	St. Leonard's Archery Gardens Company (Limited).	Acquiring and carrying on archery grounds at St. Leonard's.	Lodge Archery Grounds, Hastings, Sussex.	2 Jan.	7	135	5,000	1,000	484	5 - -	1,447 10 -	66	Still in operation.
3,940	Globe Cotton Spinning and Manufacturing Company (Limited).	Cotton spinning and manufacturing.	Lower Heyes Mill, Macclesfield.	2 Jan.	7	570	200,000	2,000	1,966	20 - -	36,885 - -	25	- ditto.
3,941	Nowgong Tea Company of Assam (Limited).	Tea cultivation in India - -	2, East India-avenue, India House.	2 Jan.	7	2,000	250,000	25,000	25,000	3 - -	72,630 - -	280	- ditto.
3,942	Leigh Woods Land Company (Limited).	Improving and purchasing an estate at Long Aston, Somersetshire.	Albion Chambers, Saint Werburgh, Bristol.	3 Jan.	10	200	50,000	2,000	1,070	5 - -	5,000 - -	121	- ditto.
3,943	Rushden Gas and Coke Company (Limited).	Lighting Rushden with gas -	Higham Ferrers, Northampton.	5 Jan.	51	160	1,600	160	160	10 - -	1,600 - -	51	- ditto.
3,944	Hull Brewery Company (Limited).	Brewing - - - - -	Lime-street, Hull - -	5 Jan.	7	48	10,000	2,000	304	3 10 -	1,022 - -	28	- ditto.
3,945	West of England Engineering and Coker Canvas Company (Limited).	Making ropes, yarns, sacks, &c., and machinery.	Parret Works, Martock, Somerset.	5 Jan.	7	245	100,000	2,000	500	40 - -	22,470 - -	22	- ditto.
3,946	Merthyr Railway Iron and Waggon Company (Limited).	Making bolts, screws, &c., railway waggons, &c.	Not stated - - -	5 Jan.	7	13	25,000	250	13	No return	No return -	7	Supposed to be still in operation.
3,947	Bryn-y-Fferam Slate Quarry Company (Limited).	Quarrying for slates in Carnarvonshire.	19, Craven-street, Strand, London.	5 Jan.	7	510	50,000	5,000	510	- ditto -	- ditto -	7	- ditto.
3,948	Southport Steam Packet and Floating Bath Company (Limited).	Building and running steamers, and erecting a floating bath and pontoon or landing stage at Southport.	Exchange - buildings, Southport, Lancashire.	7 Jan.	8	180	15,000	3,000	1,057	2 - -	1,624 - -	69	Being wound up.
3,949	Radley's Hotel (Limited) -	Carrying on the business of hotel and tavern keepers.	Not stated - - -	9 Jan.	7	276	50,000	5,000	276	No return	No return -	7	Supposed to be still in operation.
3,950	Birmingham and North of England Patent Forged Nail and Rivet Company (Limited).	The manufacture and sale of nails, spikes, rivets, and other articles.	- ditto - - -	9 Jan.	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
3,951	Heckmondwike Iron Works Company (Limited).	Carrying on the businesses of ironfounders, engineers, millwrights, and machine makers.	Queen - street, Heckmondwike, York.	9 Jan.	7	300	15,000	300	300	- ditto -	- ditto -	7	- ditto.
3,952	Patent Steam Machine Paper Bag Manufactory (Limited).	The manufacture of paper bags and envelopes.	25, West-street, Farringdon-road.	10 Jan.	7	201	60,000	6,000	201	- ditto -	- ditto -	7	- ditto.
3,953	Padeswood Oil Company (Limited).	The manufacture of oil from coal, cannel, shale, and other substances, and sale of same.	Mold, North Wales -	10 Jan.	7	400	50,000	1,000	715	13 - -	6,775 - -	23	Still in operation.
3,954	Stiperstones Mining Company (Limited).	Mining in Shropshire - -	St. John's-hill, Shrewsbury.	11 Jan.	7	7	70,000	7,000	6,840	3 10 -	15,692 10 -	69	- ditto.
3,955	Lancashire Machine-made Felt Hat Company (Limited).	The manufacture and sale of felt hats.	Denton, near Manchester	10 Jan.	11	280	20,000	1,000	1,000	10 - -	9,976 - -	72	- ditto.
3,956	General Bank for the Promotion of Agricultural and Public Works (Limited).	Banking generally - - -	21, Threadneedle-street, London.	12 Jan.	8	1,600	{ 6,000,000 6,000,000	{ 300,000 750,000	1,600	No return	No return -	8	Supposed to be still in operation.
3,957	Docks and Warehouses Company of Calcutta (Limited).	Constructing and carrying on docks at Calcutta.	Not stated - - -	12 Jan.	7	140	800,000	16,000	140	- ditto -	- ditto -	7	- ditto.
3,958	Bunnett & Company (Limited)	Manufacturing engineers - -	New Cross Works, Deptford, Kent.	13 Jan.	7	313	30,000	500	400	50 - -	20,000 - -	12	Still in operation.
3,959	York Friendly Societies Hall Company (Limited).	Purchasing the mansion house and grounds in the City of York, for the use of the Company.	30, Castlegate, York -	14 Jan.	7	125	2,000	2,000	1,401	- 5 -	871 19 6	211	- ditto.
3,960	Marple Gas Company (Limited).	Supplying Marple in Cheshire with gas.	Canal-buildings, Marple, Cheshire.	16 Jan.	23	97	500	100	97	No return	No return -	23	Dissolved, and a new Company bearing same name registered in its place.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1865:			£.			£. s. d.	£. s. d.		
3,961	Walton Park Company (Limited).	Buying and selling the fee or any smaller estate in land in England.	9, Orange-court, Liverpool.	16 Jan.	10	500	50,000	5,000	550	2 – –	1,000 – –	11	Still in operation.
3,962	Cressey's London and Burton Steam Cooperage Company (Limited).	Purchasing and working a certain patent for improvements in the making of casks, &c.	Not stated	17 Jan.	7	131	100,000	10,000	131	No return	No return	7	Supposed to be still in operation.
3,963	Bedgelert Railway Company (Limited).	Making a railway from Snowdon to Portmadoc.	10, Bridge-street, Westminster.	17 Jan.	10	13	100,000	1,000	13	- ditto -	- ditto -	10	- ditto.
3,964	Etin Hill Cotton Spinning and Manufacturing Company (Limited).	The spinning and manufacturing of cotton.	Etin Hill, Radcliffe, near Manchester.	17 Jan.	7	560	10,000	1,000	560	- ditto -	- ditto -	7	- ditto.
3,965	Southsea Beach Mansion Company (Limited).	Carrying on the business of a boarding-house and lodging-house keeper.	31, Saint Thomas-street, Portsmouth, Hants.	18 Jan.	7	375	20,000	4,000	375	- ditto -	- ditto -	7	- ditto.
3,966	Hamilton's Windsor Iron Works (Limited).	Acquiring and working the Windsor Iron Works at Liverpool.	27, Cannon-street, E. C., London.	18 Jan.	7	900	50,000	2,500	2,500	20 – –	50,000 – –	30	Still in operation.
3,967	Val Antigoria Gold Mining Company (Limited).	Mining in Italy	9A, Great St. Helen's, Bishopsgate-street, London, E. C.	19 Jan.	7	421	60,000	30,000	10,000 20,000	2 – – – 15 –	12,588 15 –	124	- ditto.
3,968	London Pianoforte Company (Limited).	Making, buying, and selling musical instruments.	Albert-street, Camden-road, N. W., London.	20 Jan.	7	715	25,000	2,500	2,891	6 – –	17,016 – –	40	- ditto.
3,969	Wouldham Cement Company (Limited).	Making lime and cement	10A, King's Arms yard, E. C., London.	20 Jan.	8	8	75,000	7,500	8	No return	No return	8	Supposed to be still in operation.
3,970	Simpson's (Limited).	Carrying on the business of an hotel and tavern, &c.	103, Strand, Middlesex	30 Jan.	7	140	100,000	5,000	4,125	12 – –	45,665 – –	129	Still in operation.
3,971	West Kent Gaslight and Coke Company (Limited).	Lighting Crayford, Erith, and other places in Kent, with gas.	19, Southwark Bridge-road.	20 Jan.	7	7	50,000	5,000	2,258 1,000	4 – – 10 – –	18,852 – –	104	- ditto.
3,972	Cooke and Ddol Slate Company (Limited).	Slate quarrying in Carnarvonshire	34, Arundel-street, Strand	20 Jan.	7	256	60,000	7,500	500 360 655	50 – – 5 – – 1 10 –	27,782 10 –	36	- ditto.
3,973	Bray, Waddington and Company (Limited).	Acquiring and carrying on the business lately carried on by James Bray and T. Waddington.	New Dock Works, Black Bull-street, Leeds.	20 Jan.	7	585	200,000	4,000	3,004	20 – –	60,080 – –	71	- ditto.
3,974	British India and Colonial Trust and Agency Corporation (Limited).	Trust and agency generally	32, Charing Cross, Westminster.	21 Jan.	7	115	100,000	5,000	355	1 – –	350 – –	14	- ditto.
3,975	South Swaledale Mining Company (Limited).	Mining for lead in Swaledale in Yorkshire.	40, Broad-street Buildings, London.	23 Jan.	7	77	18,000	9,000	77	No return	No return	7	Supposed to be still in operation.
3,976	Wellington Hotel Company (Limited).	Providing an hotel for the town of Brecon.	Lion-street, Brecon	23 Jan.	10	50	5,000	500	50	- ditto -	- ditto -	10	- ditto.
3,977	Calverley District Waterworks Company (Limited).	Supplying the district of Calverley in Yorkshire with water.	18, Fulueck, Pudsey, Calverley.	23 Jan.	10	500	20,000	4,000	3,676	2 – –	7,122 – –	104	Still in operation.
3,978	General Homœopathic Provident Assurance Company (Limited).	Life assurance and lending money	370, Strand, Middlesex, W. C.	23 Jan.	7	1,660	500,000	50,000	7,770	2 – –	26,211 – –	235	- ditto.
3,979	Brill's Brighton Baths Com-	Managing baths at Brighton	Brill's Baths, East-street,	25 Jan.	8	710	120,000	6,000	4,034	7 10 –	28,147 10 –	167	- ditto.

3,980	Mercantile, Professional, and General Life Insurance and Guarantee Company (Limited), now called National Standard Life Insurance Company (Limited).	Life assurance generally - -	London.										in operation.
3,981	Mercantile, Professional, and General Fire Insurance Company (Limited), now called National Standard Fire Insurance Company (Limited).	Fire insurance generally - -	29, Moorgate-street, City of London.	25 Jan. -	8	200	10,000	1,000	200	- ditto -	- ditto -	8	- ditto.
3,982	Hull and East Riding College Company (Limited).	Establishing a college, &c. - -	19, Trinity House-lane, Kingston-upon-Hull.	25 Jan. -	7	25	8,000	320	166	11 - -	1,275 - -	101	Still in operation.
3,983	Durvard Park Estate Company (Limited).	Purchasing portions of the Duryard Park Estate in Exeter.	Musgrave - alley, High-street, Exeter, Devon.	26 Jan. -	12	165	8,000	320	165	No return	No return -	12	Supposed to be still in operation.
3,984	Great North Laxey Mining Company (Limited).	Mining in the Isle of Man - -	Not stated - - -	26 Jan. -	7	4,725	12,500	12,500	12,500	- 10 -	6,250 - -	193	Still in operation.
3,985	Liverpool Ship Bread Bread and Biscuit Company (Limited).	Bread and biscuit making, &c. -	Not stated - - -	26 Jan. -	7	7	50,000	5,000	7	No return	No return -	7	Supposed to be still in operation.
3,986	Boston Spa Gas Company (Limited).	Supplying Boston Spa, in Yorkshire, with gas.	3, George-street, Hull -	27 Jan. -	7	122	2,500	500	187	3 - -	773 - -	18	Still in operation.
3,987	Oliver and Company (Limited)	Acquiring and carrying on the Victoria Foundry at Chesterfield, now carried on by Messrs. Oliver and Company.	Victoria Foundry, Knifesmith Gate, Chesterfield.	28 Jan. -	7	35	40,000	2,000	500 500	10 - - 7 - -	8,460 - -	31	- ditto.
3,988	Handsworth Woodhouse Gas Company (Limited).	Supplying Handsworth Woodhouse, and other places in Yorkshire and Derbyshire, with gas.	Handsworth Woodhouse, near Sheffield.	27 Jan. -	11	196	5,000	1,000	476	5 - -	2,380 - -	44	- ditto.
3,989	Essex Land Association (Limited).	Purchasing and improving land in Essex.	2, Arthur Villas, Forest-lane, West Ham, Essex.	30 Jan. -	7	21	2,400	48	48	50 - -	2,400 - -	12	- ditto.
3,990	Church and County Newspaper Company (Limited).	Publishing a newspaper - -	Dorchester, Dorset -	31 Jan. -	7	24	3,000	240	28	12 10 -	325 - -	13	- ditto.
3,991	Caxton Publishing Company (Limited).	Publishing books, &c. - -	37, Essex-street, Strand	31 Jan. -	7	100	50,000	10,000	100	No return	No return -	7	Supposed to be still in operation.
3,992	South Shields Theatre Company (Limited).	Erecting a theatre at South Shields	Not stated - - -	1 Feb. -	9	151	6,000	1,200	151	- ditto -	- ditto -	9	- ditto.
3,993	Richmond Cavendish Company (Limited).	Dealing in tobacco - - -	2, Robert-street, North, Liverpool.	1 Feb. -	7	1,055	50,000	5,000	2,427	4 - -	10,688 - -	50	Still in operation.
3,994	Royal Hotel Company of Great Yarmouth (Limited).	Acquiring and carrying on the British Hotel at Great Yarmouth.	101, Ethelburga House, Bishopsgate - street - Within.	1 Feb. -	7	7	25,000	2,500	7	No return	No return -	7	Being wound up.
3,995	Telegraphic News Association (Limited).	Supplying telegraphic news -	6, Old Jewry, City of London.	2 Feb. -	7	1,060	100,000	10,000	1,060	- ditto -	- ditto -	7	Supposed to be still in operation.
3,996	Lucan Iron Works Company (Limited).	Acquiring and carrying on the Lucan Iron Works, near Dublin.	66, Bishopsgate - street, E. C.	2 Feb. -	7	70	100,000	10,000	70	- ditto -	- ditto -	7	- ditto.
3,997	London and Scottish Insurance Company (Limited).	Fire and life insurance and guarantee.	8, St. Martin's - place, Charing Cross.	2 Feb. -	7	7	500,000	50,000	7	- ditto -	- ditto -	7	- ditto.
3,998	Sea and River Marine Insurance Company (Limited).	Marine insurance - - -	29, St. Swithin's - lane, E. C.	2 Feb. -	7	7	500,000	20,000	7	- ditto -	- ditto -	7	- ditto.
3,999	Strand Printing and Publishing Company (Limited).	Printing and publishing a newspaper, &c.	404, Strand, W. C. -	2 Feb. -	7	595	7,500	750	595	- ditto -	- ditto -	7	- ditto.
4,000	Southampton Improved Dwellings for the Industrial Classes Company (Limited).	Providing improved dwellings for the industrial classes.	8, Gloucester - square, Southampton.	3 Feb. -	7	80	10,000	1,000	269	3 - -	402 - -	20	Still in operation.
4,001	Registered Land Company (Limited).	Facilitating the registration of landed estates.	27, Cannon-street, London, E. C.	3 Feb. -	7	520	1,000,000	50,000	25,000	2 10 -	62,500 - -	102	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,002	British Burmah, Burmah and China Railway and Telegraph Company (Limited).	Making and maintaining a railway and telegraph in British Burmah and China.	Not stated - - -	4 Feb. -	7	7	2,000	100	7	No return	No return -	7	Supposed to be still in operation.
4,003	Bristol and West of England Furnishing Company (Limited).	Making cabinet and general furniture.	1, Queen-road, Bristol -	4 Feb. -	7	90	10,000	1,000	299	7 10 -	1,800 - -	26	Still in operation.
4,004	Cleaver's Patent Portland Cement and Suffolk Brick Company (Limited); subsequently called Marble, Stone, and Cement Company (Limited); now called Union Cement and Brick Company (Limited).	Purchasing and working patent inventions for making Portland Cement.	35, Bedford-row, W. C., London.	6 Feb. -	8	285	60,000	12,000	12,000	2 10 -	8,713 - -	59	- ditto.
4,005	Metropolitan Machine-made Bread and Flour Company (Limited).	Bread making - - - -	211, High-street, Camden-town.	7 Feb. -	7	140	8,000	8,000	140	No return	No return -	7	Supposed to be still in operation.
4,006	Havant and Hayling Docks Coal Company (Limited).	Coal dealing generally - -	6, Victoria-street, Westminster.	7 Feb. -	8	165	10,000	1,000	165	1 - -	650 - -	8	Still in operation.
4,007	London Offices Company (Limited).	Dealing in properties available for offices, &c.	38, John-street, Bedford-row.	7 Feb. -	9	290	250,000	25,000	816 1,701	10 - - from 1 *l.* to 1 *l.* 10 *s.*	9,600 9 -	163	- ditto.
4,008	Herefordshire Steam Cultivation, Thrashing, and General Implement Company (Limited).	Purchasing and letting agricultural machinery.	Not stated - - -	7 Feb. -	7	32	5,000	1,000	32	No return	No return -	7	Supposed to be still in operation.
4,009	Canterbury Gas Consumers' Company (Limited).	Supplying Canterbury with gas -	9A, High-street, Canterbury.	7 Feb. -	10	350	18,000	3,600	350	- ditto -	- ditto - -	10	- ditto.
4,010	Wyloa Colliery Company (Limited).	Working the Wyloa Colliery, Mold, Flintshire.	8, Lancaster-place, Strand	7 Feb. -	7	7	30,000	300	7	- ditto -	- ditto - -	7	- ditto.
4,011	General Immigration and West Supply Company of France (Limited).	Acquiring and carrying out certain concessions for irrigation works in France.	72, Cornhill, City of London, E, C.	8 Feb. -	7	1,400	800,000	40,000	6,029 13,971	10 - - 7 10 -	150,445 - -	447	Still in operation.
4,012	Joseph Craven and Company (Limited).	Acquiring and carrying on the business of Joseph Craven and others, manufacturers.	24, Union-street, Halifax	8 Feb. -	7	5,330	250,000	10,000	7,707	20 - -	154,060 - -	80	Being wound up.
4,013	County of Stafford Loan and Discount Company (Limited).	Lending money - - -	44, Waterloo-road, Burslem.	8 Feb. -	9	90	2,000	400	130	1 - -	130 - -	13	Still in operation.
4,014	Old Goole Gas Company (Limited).	Lighting Old Goole, Yorkshire, with gas.	3, George-street, Hull -	8 Feb. -	7	90	2,000	400	311	3 - -	220 - -	20	- ditto.
4,015	Amalgamated Bank (Limited)	Banking generally - - -	156, Leadenhall-street, E. C.	8 Feb. -	7	11	5,000,000	100,000	11	No return	No return -	7	Supposed to be still in operation.
4,016	Cordova Land Company (Limited).	Acquiring lands in Cordova, and improving same, &c.	Not stated - - -	8 Feb. -	7	350	400,000	20,000	350	- ditto -	- ditto - -	7	- ditto.
4,017	H. Clarke and Company, Boot and Shoe Manufacturers (Limited).	Boot and shoe manufacturers -	Princes-street, Cornhill, Ipswich.	8 Feb. -	7	442	40,000	2,000	1,443	10 - -	14,430 - -	21	Still in operation.
4,018	China Steam-ship and Labuan Coal Company (Limited).	Dealing in and carrying coal, &c., in ships.	Not stated - - -	8 Feb. -	7	175	500,000	25,000	175	No return	No return -	7	Dissolved, and a new company, bearing same name regis-

4,020	Hardsough Spinning and Weaving Company (Limited).	Spinning and weaving cotton, wool, silk, and yarns.	field, Lancashire.									
4,021	Macclesfield Woollen Company (Limited).	Manufacturing every kind of woollen goods.	Pickford-street Mills, Pickford-street, Macclesfield.	9 Feb.	7	40	10,000	100	490	100 - -	4,900 - -	8	- ditto.
4,022	Childwall Gas Company (Limited).	Supplying Childwall with gas	Childwall, near Liverpool, Lancashire.	10 Feb.	7	175	3,500	175	175	20 - -	3,500 - -	7	- ditto.
4,023	Karkery Coffee Company (Limited).	Growing coffee in Madras	43, Bedford-row, W. C.	10 Feb.	7	25	10,000	1,000	25	No return	No return	7	Supposed to be still in operation.
4,024	London Cotton Manufacturing Company (Limited).	Cotton manufacturing	36, Basinghall-street, E. C.	11 Feb.	7	7	15,000	1,500	7	- ditto -	- ditto -	7	- ditto.
4025	Lama (Italian) Coal Company (Limited).	Raising and selling coal	1, Frederick's-place, Old Jewry.	13 Feb.	7	357	15,000	1,500	357	- ditto -	- ditto -	7	- ditto.
4,026	Worcester Park Building Company (Limited).	Acquiring and improving plots of land in Worcester Park.	37, Cursitor-street	14 Feb.	7	140	25,000	250	140	- ditto -	- ditto -	7	- ditto.
4,027	London Rice Mill Company (Limited).	Grinding and dealing in rice	27, Mincing-lane, E. C.	15 Feb.	7	295	100,000	1,000	1,000	50 - -	47,350 - -	31	Still in operation.
4,028	Estates Investment Company (Limited).	Acquiring and improving freehold estates.	11, Pancras-lane, E. C.	15 Feb.	7	70	250,000	10,000	70	No return	No return	7	Supposed to be still in operation.
4,029	City of Florence Improvements Company (Limited).	Acquiring and improving property in Florence.	Not stated	15 Feb.	8	40	2,000	100	40	- ditto -	- ditto -	8	- ditto.
4,030	Oil and Lamp Black Company (Limited).	Making Ail's lamps, &c.	Wellington-lane, Bridge-road, Battersea.	16 Feb.	7	7	20,000	2,000	600 400	7 10 - 10 - -	8,431 10 -	23	Still in operation.
4,031	Manchester Merchant Tailors Company (Limited).	Acquiring and carrying on the business of Mr. Samuel Jerram, of St. Ann's-street, Manchester, tailor, &c.	34, St. Ann's-street, Manchester.	16 Feb.	7	205	30,000	3,000	205	No return	No return	7	Supposed to be still in operation.
4,032	Tryddgn and Milton Mineral Oil Company (Limited).	Manufacturing every possible product from Cannel coal and gas tar.	Not stated	16 Feb.	7	400	3,000	600	400	- ditto -	- ditto -	7	- ditto.
4,033	Gas Engine Electrical Apparatus Company (Limited).	Exhibiting and making the Senoir gas engines.	40, Cranbourne-street, Leicester-square, Middlesex.	16 Feb.	7	100	2,000	400	100	- ditto -	- ditto -	7	- ditto.
4,034	Boiler Insurance and Steam Power Company (Limited).	Insuring steam boilers	67, King-street, Manchester.	16 Feb.	8	7,200	250,000	50,000	35,000	1 - -	35,000 - -	185	Still in operation.
4,035	Grain and Seed Dressing Company.	Dressing corn and grain	Not stated	17 Feb.	7	61	16,000	1,600	61	No return	No return	7	Supposed to be still in operation.
4,036	Tapton Colliery Coke and Iron Company (Limited).	Mining for coal, iron, and other minerals.	26, Market-street, New Market-place, Manchester.	17 Feb.	7	1,710	200,000	20,000	3,010 2,000	7 - - 10 - -	47,400 - -	41	Still in operation.
4,037	Provincial Land Company (Limited).	Purchasing, improving, and dealing in land.	54, Castle-street, Liverpool.	17 Feb.	7	1,000	100,000	10,000	3,678	2 - -	7,356 - -	77	- ditto.
4,038	Chatterley Iron Company (Limited).	Mining, for smelting and working iron, &c.	Chatterley, near Tunstall, Staffordshire.	17 Feb.	7	1,110	60,000	1,200	1,110	No return	No return	7	Supposed to be still in operation.
4,039	Knottingley Town Hall and Mechanics' Institute Company (Limited).	Providing a public hall, &c., at Knottingley, Yorkshire.	Skew-bridge, Knottingley, Yorkshire.	17 Feb.	7	195	1,000	1,000	195	- ditto -	- ditto -	7	- ditto.
4,040	Thames Saloon Steam Packet Company (Limited),	Conveying passengers, &c., in steamboats.	Not stated	18 Feb.	7	393	2,000	400	393	- ditto -	- ditto -	7	- ditto.
4,041	Regent's Park Estate and Pantechnicon Company (Limited).	Acquiring property in the Regent's Park, and converting same into a bazaar and Pantechnicon.	83, Lombard-street, E. C.	20 Feb.	7	7	200,000	20,000	7	- ditto -	- ditto -	7	- ditto.
4,042	Electro-Magnetic and Electro-Plate Company (Limited).	Making electro-plated goods, &c.	117 and 118, Leadenhall-street, E. C.	20 Feb.	7	206	30,000	3,000	206	- ditto -	- ditto -	7	- ditto.
4,043	Folkestone Gas Consumers' Company (Limited).	Making and selling gas, &c.	Grace-hill, Folkestone	20 Feb.	7	205	20,000	4,000	205	- ditto -	- ditto -	7	- ditto.
4,044	Hendre Slate Quarry Company (Limited).	Working slate quarries in Carnarvonshire.	Bridge-street-row, West Chester.	20 Feb.	10	2,400	32,000	3,200	3,200	- 6 -	920 - -	20	Still in operation.
4,045	National Pneumatic Loom Company (Limited),	Working certain patents for improved looms.	Not stated	20 Feb.	7	35	50,000	35,000	35	No return	No return	7	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,046	Buckley Brick and Tile Company (Limited).	Making bricks, tiles, &c. - -	Lower Works, Buckley, Flint.	20 Feb.	7	287	29,000	800	260 342	25 – – 20 – –	13,340 – –	24	Still in operation.
4,047	Beacon Hill Company (Limited).	Manufacturing every kind of porcelain, china, pottery, &c.	4, Dane's Inn, Strand -	20 Feb.	7	7	25,000	1,000	683	25 – –	17,075 – –	7	- ditto.
4,048	Reuter's Telegram Company (Limited).	Purchasing the telegraphic business of Mr. Julius Reuter, and carrying on the same.	1, Royal Exchange Buildings, London, E.C.	20 Feb.	7	1,075	250,000	10,000	3,642	20 – –	68,725 – –	100	- ditto.
4,049	Kington Gaslight Company (Limited).	Lighting Kington with gas -	Office of Mr. Temple, Duke-street, Kington, Herefordshire.	21 Feb.	14	203	2,000	400	203	No return	No return -	14	Supposed to be still in operation.
4,050	Alexandra Printing Ink Company (Limited).	Improved manufacture of printing inks.	Abchurch Chambers, Abchurch-lane, E.C.	21 Feb.	7	115	12,000	1,200	605 250	4 – – 10 – –	4,260 – –	24	Still in operation.
4,051	Rio de Janeiro Gas Company (Limited).	Lighting Rio de Janeiro with gas.	1, Gresham House, Old Broad-street, E.C.	21 Feb.	7	19	600,000	30,000	30,000	20 – –	600,000 – –	223	- ditto.
4,052	South Resolven and Cefn Mawr Colliery Company (Limited).	Working collieries - - -	75, Cannon-street, West, E.C.	21 Feb.	7	7	25,000	5,000	2,185	4 – –	6,103 10 –	24	- ditto.
4,053	China Steamship and Labuan Coal Company (Limited).	Purchasing ships, &c., and dealing in coal, &c.	70, Bishopsgate-street, E.C.	22 Feb.	10	250	540,000	27,000	4,188 2,756 17,934	20 – – 10 – – 9 – –	255,796 – –	820	- ditto.
4,054	London and Provincial Starch Company (Limited).	Making starch, mustard, blue, &c.	23, Martin's-lane, Cannon-street, E.C.	22 Feb.	8	80	50,000	5,000	765 160	5 – – 10 – –	3,709 – –	46	- ditto.
4,055	Manchester Warehouse Company (Limited).	Purchasing and selling silks, cottons, linens, woollens, &c.	4, Moseley-street, Manchester.	22 Feb.	13	2,080	100,000	4,000	2,490	12 – –	26,280 – –	18	- ditto.
4,056	Gartness Iron and Steel Works Company (Limited).	Purchasing the Gartness and Moffat Iron Works, Airdrie, Lanarkshire.	6, East India Avenue, Leadenhall-street, E.C.	23 Feb.	7	24	20,000	40	24	No return	No return -	7	Supposed to be still in operation.
4,057	Scientific Publishing Company (Limited).	Publishing scientific works, &c. -	Not stated - - -	23 Feb.	7	13	2,000	40	13	40 – –	520 – –	7	Still in operation.
4,058	English and Foreign Screw Collier Company (Limited).	Acquiring ships and carrying coals.	1, Winchester Buildings, Great Winchester-st., London.	23 Feb.	7	7	100,000	10,000	7	No return	No return -	7	Supposed to be still in operation.
4,059	Incorporated Commercial and General Legal Advice Association (Limited).	Giving legal advice - - -	3 A, Lawrence Pountney-place, Cannon-street.	24 Feb.	–	- -	As this Company is limited by guarantee it has no capital divided into shares.						- ditto.
4,060	Copper Precipitating Company (Limited).	Precipitating copper from the running waters of Devon and Cornwall.	8, Warnford-court, Throgmorton-street, E.C.	24 Feb.	8	31	12,000	2,400	31	No return	No return -	8	- ditto.
4,061	Hopkins Gilkes, and Company (Limited).	Dealing in iron, iron-founding, coal mining, &c.	Tees-side Iron Works, Middlesborough.	25 Feb.	11	16,900	675,000	45,000	43,917	7 – –	189,408 12 5	389	Still in operation.
4,062	Malabar Coffee Plantation Company (Limited).	Growing coffee, tea, chinchona, and spice.	Not stated - - -	25 Feb.	7	27	120,000	12,000	27	No return	No return -	7	Supposed to be still in operation.
4,063	Amble and Warkworth Gaslight and Coke Company (Limited).	Lighting the towns of Amble and Warkwork with gas.	Not stated - - -	27 Feb.	7	110	3,000	600	110	- ditto -	- ditto -	7	- ditto.
4,064	Salkeld and Company (Limited).	Making bread, biscuits, &c. -	Stepney, Shield Field, Newcastle-upon-Tyne.	27 Feb.	7	12	10,000	20	19	175 – –	3,325 – –	12	Still in operation.

4,067	Berkshire Brewery (Limited)	Brewing porter, stout, ale, and malt liquors.	ing.										
4,068	South of France Provincial Railways Company (Limited).	Making a railway or railways in France.	Not stated	1 Mar.	7	55	300,000	15,000	55	No return	No return	7	Supposed to be still in operation.
4,069	Ebenezer Loan Company (Limited).	Lending money	12, St. Stephen's-street, Salford, Lancashire.	1 Mar.	7	116	10,000	2,000	264	5 – –	1,320 – –	29	Still in operation.
4,070	Burton-on-Trent Building Company (Limited).	Acquiring land and building thereon.	2, Lichfield street, Burton-on-Trent.	1 Mar.	9	1,040	100,000	20,000	4,728	1 10 –	6,317 – –	117	- ditto.
4,071	Manchester Carriage Company (Limited).	Carriage and coachbuilding	31, Market street, Manchester.	1 Mar.	7	2,750	150,000	7,500	5,900 600	4 – – 20 – –	35,600 – –	90	- ditto.
4,072	Anglo-Sardinian Mining Company (Limited).	Working mines, &c. in Sardinia	7, Market-square, Penrith, Cumberland.	1 Mar.	26	128	2,560	128	128	12 10 –	1,417 10 –	28	Still in operation.
4,073	West London Boot and Shoe Company (Limited).	Making, buying, and selling shoes	50, Henry-street, East, St. John's Wood, Marylebone, N. W.	2 Mar.	7	53	5,000	5,000	53	No return	No return	7	Supposed to be still in operation.
4,074	North Wales Coal Oil Company (Limited).	Producing oil from earths, coals, and other minerals.	Llay, Wrexham, Denbighshire.	3 Mar.	8	950	50,000	5,000	3,437 400	7 10 – 10 – –	27,440 – –	56	Still in operation.
4,075	Southampton Steam Collier and Coal Company (Limited).	Conveying passengers and goods in ships, and dealing in coals.	4, Oriental-place, Southampton.	3 Mar.	7	200	60,000	3,000	1,090	12 – –	12,220 – –	59	- ditto.
4,076	Bolton Turkish Baths Company (Limited).	Purchasing the Higher Bridge-street Baths, Bolton-le-Moors, and making additions thereto.	30, High Bridge-street, Bolton, Lancashire.	4 Mar.	8	47	500	500	47	No return	No return	7	Supposed to be still in operation.
4,077	Horsham Waterworks Company (Limited).	Supplying Horsham with water	Horsham, Sussex	6 Mar.	8	60	5,000	500	373	6 – –	1,594 – –	58	Still in operation.
4,078	South of England Wagon Company (Limited).	Manufacturing rolling-stock generally.	23, New-street, Spring-gardens. London, S.W.	6 Mar.	7	55	200,000	10,000	2,564	7 10 –	17,149 10 –	69	- ditto.
4,079	Little Stretton Waterworks Company (Limited).	Supplying Little Stretton with gas.	C. O. S H. Kough, Burway House, Church Stretton, Salop.	6 Mar.	8	38	400	80	38	No return	No return	8	Supposed to be still in operation.
4,080	Mostyn Copper Company (Limited).	Acquiring and carrying on the copper works of the Messrs. Wright Brothers, at Mostyn, Flintshire.	Mostyn, Flintshire	6 Mar.	7	126	20,000	200	150	100 – –	15,000 – –	12	Still in operation.
4,081	San Pedro Del Monte Silver Mining Company (Limited).	Mining for precious metals, and smelting, crushing, and reducing same.	70, Cannon-street West, E.C.	6 Mar.	7	7	75,000	15,000	6,000 4,592	5 – – 3 – –	12,848 – –	157	- ditto.
4,082	Merthyr House Coal Company (Limited).	Dealing in coal and firewood	Vale of Neath Railway Yard, Merthyr, Glamorgan.	6 Mar.	8	80	1,000	1,000	80	No return	No return	8	Supposed to be still in operation.
4,083	Griffin Brewery Company (Limited).	Brewing and malting, at Malton, Yorkshire	Malton, York	6 Mar.	7	96	20,000	400	141	50 – –	7,050 – –	11	Still in operation.
4,084	South African Land and Finance Company (Limited).	Dealing in land in South Africa	St. Michael's Alley, Cornhill, E. C.	6 Mar.	7	7	500,000	20,000	7	No return	No return	7	Supposed to be still in operation.
4,085	Principalities Petroleum Refining Company (Limited).	Collecting and dealing in earth, oil, or crude petroleum.	9, Liverpool-street, Bishopsgate.	7 Mar.	7	425	30,000	1,500	1,000 500	20 – – 5 – –	22,500 – –	20	Still in operation.
4,086	Mercantile Lighterage Company (Limited).	Acquiring and using barges, lighters, and other vessels to carry coals, goods, &c.	9, London-street, Fenchurch-street, E.C.	7 Mar.	7	210	30,000	3,000	210	No return	No return	7	Supposed to be still in operation.
4,087	City of Naples Improvement Company (Limited).	Acquiring property in Naples and improving same.	Not stated	8 Mar.	8	17	600,000	30,000	17	- ditto -	- ditto -	8	- ditto.
4,088	Alncote Colliery Company Company (Limited).	Working coal mines at Shuttington and Almington, Warwickshire.	38, Bishopsgate-street Within, E.C.	8 Mar.	7	400	30,000	3,000	400	- ditto -	- ditto -	7	- ditto.
4,089	United and Universal Steam Navigation Company (Limited)	Building, freighting, and owning ships, &c.	11, Angel-court, City, London, E. C.	9 Mar.	7	7	45,000	225	7	- ditto -	- ditto -	7	- ditto.
4,090	Manchester Warehouse and Office Building Company (Limited), now called The Manchester Real Property Company (Limited).	Acquiring land and building warehouses at Manchester.	Carlton Buildings, Cooper-street, Manchester.	10 Mar.	7	41	100,000	5,000	41	- ditto -	- ditto -	7	Supposed to be still in operation.

I.—Companies formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,091	Bath Stone Company (Limited).	Quarrying and dealing in Bath Stone.	4, Railway-place, Bath -	10 March	7	33	20,000	400	291	5 - -	1,455 - -	18	Still in operation.
4,092	British Guano Company (Limited).	Manufacturing artificial manures, &c.	Romsay, Hampshire -	10 March	7	28	1,200	240	28	No return	No return -	7	Supposed to be still in operation.
4,093	Hillier's Bacon Curing Company (Limited).	Acquiring and carrying on the business of Messrs. Hillier & Son, bacon factors and provision merchants, Horsley, Gloucestershire.	Newmarket, near Nailsworth, Horsley, Gloucestershire.	11 March	26	8,360	60,000	12,000	12,000	1 10 -	18,000 - -	138	Still in operation.
4,094	Monkwood Colliery Company (Limited).	Working the Monkwood Colliery	Not stated - - -	13 March	8	498	25,000	500	498	No return	No return -	8	Supposed to be still in operation
4,095	Newark and District Gas Consumer's Company (Limited).	Lighting Newark with gas - -	Kirkgate, Newark-on-Trent.	13 March	27	1,530	10,000	10,000	1,530	- ditto -	- ditto -	27	- ditto.
4,096	London and Sheffield Nickel Silver Company (Limited).	Manufacturing nickel silver articles.	21, Union-street, Sheffield	13 March	7	587	20,000	2,000	587	- ditto -	- ditto -	7	Supposed to be still in operation.
4,097	Patent Metallic Air-tight Coffin Company (Limited).	Making and selling air-tight coffins.	158, Great Charles-street, Birmingham.	13 March	7	450	10,000	1,000	{ 600 400	{ 3 - - 5 - -	} 3,740 - -	10	Still in operation.
4,098	British Carpet Company (Limited).	Making carpets, &c. - -	3, Norfolk-street, Manchester.	14 March	8	8	75,000	7,500	8	No return	No return -	8	Supposed to be still in operation.
4,099	Sombreréte Silver Mining Company (Limited).	Mining for precious metals -	2, Charlotte row, Mansion House, London, E.C.	14 March	7	260	150,000	15,000	260	- ditto -	- ditto -	7	- ditto.
4,100	Midland Iron Company (Limited).	Acquiring and carrying on the Midland Iron Works, Masbro', Yorkshire.	Masborough, Yorkshire -	14 March	7	375	25,000	2,500	2,500	5 - -	12,500 - -	84	Still in operation.
4,101	Morgan Patent Meat Preserving Company (Limited).	Preserving meat by a patent process.	36, The Albany, Oldhall-street, Liverpool.	15 March	8	70	50,000	1,000	70	20 - -	1,400 - -	8	- ditto.
4,102	North Staffordshire Hide and Skin Market Company (Limited).	Providing a hide and skin market at Hanley, Staffordshire - -	Not stated - - -	15 March	7	295	1,500	1,500	295	No return	No return -	7	Supposed to be still in operation.
4,103	Alexandria Investment and Advance Company (Limited).	Lending money and receiving money on deposit.	72, Crescent-street, Notting-hill, London, W.	15 March	7	10	5,000	1,000	101	- 6 -	117 9 -	67	Still in operation.
4,104	Clevedon Water Works Company (Limited).	Supplying Clevedon and Walton in Gordans, Somersetshire, with water.	Care of H. Woodford, Solicitor, Clevedon, Somerset.	15 March	7	205	5,000	500	450	5 - -	3,275 - -	34	- ditto.
4,105	Manchester and Irish Flax Company (Limited).	Growing flax in Ireland or elsewhere.	57, King-street, Manchester.	15 March	8	250	30,000	3,000	635	2 - -	890 - -	20	- ditto.
4,106	Reinnie Laxey Mining Company (Limited).	Working certain mines in the Isle of Man.	12, Old Jewry Chambers, London, E.C.	16 March	7	1,250	36,000	6,000	6,000	4 - -	21,970 - -	52	- ditto.
4,107	Imperial Agency Company (Limited).	Banking, Commercial, Financial and Industrial Agency.	16, Water-lane, Tower-street, London, E.C.	17 March	7	29	100,000	10,000	2,309	10 - -	23,090 - -	23	- ditto.
4,108	Val Sassam Mines Company (Limited).	Mining in Val Sassam, Canton Grisons in Switzerland.	6, Queen-street Place, E.C.	17 March	9	1,900	60,000	6,000	6,000	5 - -	29,964 - -	111	- ditto.
			Not stated - - -	17 March	7	70	25,000	2,500	2,000	6 - -	15,356 - -	89	- ditto.

													in operation.
4,113	Cannock Improvement Company (Limited).	Acquiring and improving property at Cannock.	Not stated - - -	18 March	7	130	10,000	1,000	130	- ditto -	- ditto -	7	- ditto.
4,114	Alliance Contract Company (Limited).	Building generally - - -	Cornhill Chambers, 62 and 63, Cornhill, E. C.	18 March	8	200	50,000	1,000	220	50 - -	11,000 - -	15	Still in operation.
4,115	Bradford Secular Hall Company (Limited).	Purchasing the Bradford Secular Hall.	Southgate, Bradford, York	20 March	7	108	1,000	1,000	348	1 - -	355 - -	57	- ditto.
4,116	Titchfield Gas Consumers' Company (Limited).	Lighting Titchfield, in the county of Southampton, with gas.	High-street, Titchfield, Hampshire.	20 March	17	235	1,500	300	235	No return	No return -	17	Supposed to be still in operation.
4,117	Chester Grosvenor Hotel Company (Limited).	Acquiring and carrying on the "Grosvenor Hotel," at Chester.	Chester Grosvenor Hotel, Eastgate-street, Chester.	20 March	7	200	15,000	750	735	12 - -	8,595 - -	48	Still in operation.
4,118	Park-lane Company (Limited)	Acquiring property in Park-lane, for establishing a horse and carriage repository.	129, Piccadilly, W., Middlesex.	20 March	7	600	50,000	5,000	2,210	3 - -	1,895 - -	37	- ditto.
4,119	South Wales Consolidated Lead Mining Company (Limited).	Working the Cwmbrane and Cassara Mines, &c.	3, Great St. Helen's, E.C., London.	21 March	8	380	20,000	2,000	380	No return	No return -	8	Being wound up.
4,120	Nottingham Dining Halls Company (Limited).	Introducing dining and refreshment hall, in Nottingham.	Britannia Chambers, Pelham-street, Nottingham.	21 March	–	375	6,000	6,000	1,110	- 5 -	234 7 6	25	Still in operation.
4,121	Somerset Finance Company (Limited).	Lending money - - -	5, Hammett-street, Taunton.	21 March	10	165	10,000	1,000	221	1 - -	221 - -	20	- ditto.
4,122	Camden Hall Company (Limited).	Acquiring premises at Camden Town, for the purposes of a public hall.	Camden Hall, Camden-street, Camden Town, Middlesex.	22 March	7	28	2,000	2,000	401	1 - -	400 3 -	67	- ditto.
4,123	Sheffield Plate Glass Insurance Company (Limited).	Insuring against breakage of plate glass.	1, Chapel Walk-terrace, Sheffield.	22 March	7	130	1,000	500	130	- 5 -	32 10 -	7	- ditto.
4,124	Anglo-Indian Bank and Financial Corporation (Limited).	Banking generally - - -	40, St. Mary Axe, City of London.	21 March	7	7	1,000,000	100,000	7	No return	No return -	7	Supposed to be still in operation.
4,125	Hirwain Gas and Coke Consumers' Company (Limited).	Supplying the town of Hirwain with gas.	78, High-street, Hirwain, Aberdare, Glamorganshire.	22 March	8	75	1,500	300	75	- ditto -	- ditto -	8	- ditto.
4,126	European and African Cotton Company (Limited),	Growing cotton - - -	Not stated - - -	23 March	7	560	50,000	5,000	560	- ditto -	- ditto -	7	- ditto.
4,127	Bank of Europe (Limited), now called "The General Exchange Bank" (Limited).	Banking - - - - -	79, Lombard-street, London, E. C.	24 March	7	31	1,000,000	20,000	19,943	13 - -	165,682 3 2	2,038	Still in operation.
4,128	Royston Cemetery Company (Limited).	Forming a cemetery at Royston, Herts.	The Cross, High-street, Royston.	24 March	20	117	750	300	170	1 10 -	232 - -	40	- ditto.
4,129	Uffculme Gas Company (Limited).	Lighting Uffculme with gas -	The Square, Uffculme, Devonshire.	24 March	38	500	500	500	500	No return	No return -	38	Supposed to be still in operation.
4,130	Sheffield Secular Hall Company (Limited).	Acquiring a certain hall, in Rockingham-street, Sheffield.	Rockingham-street, Sheffield.	24 March	7	85	1,000	1,000	85	- ditto -	- ditto -	7	- ditto.
4,131	Manchester Photographic Company (Limited).	Photography generally - -	82 and 84, Market-street, Manchester.	24 March	7	865	20,000	2,000	1,193	5 - -	5,925 - -	20	Still in operation.
4,132	Bath Temperance Monetary Company (Limited), now called Bath Monetary Company (Limited).	Lending money - - -	8, Up Borough Walls, Bath.	25 March	12	92	5,000	1,000	348	- 5 -	615 1 8	100	- ditto.
4,133	Moyar Coffee Company (Limited)	Growing coffee, tea, and chinchona, in Malabar.	61, Mark-lane, E. C., London.	25 March	7	700	75,000	15,000	11,344	2 - -	21,393 - -	126	- ditto.
4,134	Saloon Steam Packet Company (Limited).	Constructing steamboats, and plying same on the Thames.	45, Eastcheap, City of London, E. C.	27 March	7	7	100,000	20,000	2,533	2 10 -	6,152 10 -	126	- ditto.
4,135	Market Drayton Steam Ploughing, Cultivating, and Thrashing Company (Limited).	Making agricultural implements -	Market Drayton, Salop -	27 March	37	126	3,000	300	246	7 - -	1,673 - -	39	- ditto.
4,136	Staffordshire Loan and Discount Company (Limited).	Lending money - - -	Not stated - - -	28 March	7	160	10,000	1,000	160	No return	No return -	7	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,137	Glamorganshire Printing Company (Limited).	Printing and publishing - -	Printing House Buildings, adjoining the Custom House, Whitmore-lane, Cardiff.	29 Mar.	7	35	2,000	2,000	35	No return	No return -	7	Supposed to be still in operation.
4,138	George Hotel Brewery and Land Company (Limited).	Acquiring premises for and carrying on the business of hotel-keeper, brewer, &c.	Royal George Hotel, Knutsford, Chester.	29 Mar.	7	90	5,000	250	90	- ditto -	- ditto -	7	- ditto.
4,139	Ottoman Company (Limited) -	Transacting every kind of commercial and financial matters in connection with the Ottoman empire.	20, Threadneedle-street, London, E.C.	29 Mar.	7	660	500,000	25,000	8,500	2 - -	17,000 - -	124	Being wound up.
4,140	United Kingdom Land Company (Limited).	Dealing in leasehold and freehold estates.	156, Strand, London -	30 Mar.	7	700	500,000	50,000	700	No return	No return -	7	Supposed to be still in operation.
4,141	Colonial and General Land Credit Company (Limited).	Dealing in land, &c., in South Africa, and lending money.	Not stated - - -	30 Mar.	7	121	1,000,000	40,000	121	- ditto -	- ditto -	7	- ditto.
4,142	Patent Floor Cloth Company (Limited).	Manufacturing floor cloth and other waterproof goods.	63, King-street, Manchester.	30 Mar.	7	1,445	25,000	2,500	2,500	5 - -	12,500 - -	8	Still in operation.
4,143	West of England Cigar and Tobacco Company (Limited).	Dealing in tobacco and cigars -	Not stated - - -	30 Mar.	7	155	3,000	600	155	No return	No return -	7	Supposed to be still in operation.
4,144	Laundry, Bleaching, and Dyeing Company (Limited).	Carrying on a laundry, bleaching, and dyeing works at Kensington.	Silchester-road, Kensington, Middlesex.	31 Mar.	7	7	20,000	20,000	6,537	- 10 9	3,418 6 -	9	Being wound up.
4,145	West Cwm Erfin Mines Company (Limited).	Working the West Cwm Erfin Mines.	6, Queen-street Place, E.C., London.	31 Mar.	7	180	5,000	1,000	1,000	3 - -	2,755 - -	63	Still in operation.
4,146	Bread Patents Company (Limited).	Making bread, biscuits, &c. -	10, Paternoster-row, London, E.C.	31 Mar.	7	35	100,000	10,000	35	No return	No return -	7	Supposed to be still in operation.
4,147	London and San Francisco Bank (Limited).	Banking - - - - -	22, Old Broad-street, E.C., London.	31 Mar.	13	10,000	1,000,000	100,000	11,000	10 - -	110,000 - -	10	Still in operation.
4,148	Birmingham and District Advance and Deposit Company (Limited).	Lending money - - -	Not stated - - -	1 April	10	200	30,000	3,000	200	No return	No return -	10	Being wound up.
4,149	Ocean Telegraph Company (Limited).	Making, laying down, and maintaining submarine cables for telegraphic purposes.	Langbourne Chambers, Fenchurch-street, London, E.C.	1 April	7	170	1,000,000	50,000	170	- ditto -	- ditto -	7	Supposed to be still in operation.
4,150	John King and Company (Limited).	Acquiring and carrying on the business now carried on by John King & Co., at Queen-street, London.	Abchurch Chambers, Abchurch-lane, London.	1 April	7	820	125,000	12,500	{ 10 { 5,053	{ 10 - - { 5 - -	} 17,051 - -	126	Still in operation.
4,151	Dorking Grey-stone Lime Company (Limited).	Making and selling lime - -	Not stated - - -	1 April	7	500	10,000	1,000	500	No return	No return -	7	Supposed to be still in operation.
4,152	Thomas Hoyle and Sons (Limited).	Calico printing - - - -	Mayfield Print Works, Manchester.	1 April	8	960	200,000	2,000	2,000	30 - -	60,000 - -	33	Still in operation.
4,153	Science and Art Finance Corporation (Limited).	Affording financial and other assistance for the development of scientific inventions, &c.	121, Newgate-street, E.C., London.	3 April	7	7	1,000,000	100,000	7	No return	No return -	7	Supposed to be still in operation.
									{ 161	{ 10 - -	}		

	ted).	Cape of Good Hope.											
4,156	Anglo-Egyptian Navigation Company (Limited).	Carrying on the business of carriers by sea.	26, Great St. Helens, Bishopsgate, London, E.C.	3 April	7	220	500,000	25,000	220	- ditto -	- ditto -	7	- ditto.
4,157	Eastbourne Pier Company (Limited).	Constructing a promenade pier at Eastbourne.	13A, Cannon-row, Westminster, S.W.	3 April	7	65	15,000	1,500	65	- ditto -	- ditto -	7	- ditto.
4,158	Lancashire Clog Sole Manufacturing Company (Limited).	Making clog soles by machinery	Bluepits, near Manchester.	3 April	7	73	10,000	1,000	435 1 5 4 11	4 - - 3 10 - 3 - - 2 10 - 2 - -	3,236 - -	45	Still in operation.
4,159	St. Stephen's Slate and Slab Company (Limited).	Purchasing and working a slate and slab quarry at Wiveliscombe.	12, Home Park, Stoke Damerel, Devonshire.	3 April	7	63	12,000	6,000	63	No return	No return -	7	Supposed to be still in operation.
4,160	Union Land, Building, and Investment Company (Limited).	Dealing in lands - - -	161, Gower-street, Euston-road, Middlesex.	4 April	9	230	50,000	10,000	570	1 - -	448 10 -	29	Being wound up.
4,161	Insurance Corporation of Great Britain (Limited).	Marine life and fire insurance generally.	Not stated - - -	4 April	7	20	4,000,000	80,000	20	No return	No return -	7	Supposed to be still in operation.
4,162	Brampton Scotch Tweed Mill Company (Limited).	Manufacturing Scotch tweeds, &c.	Brampton, Cumberland	4 April	7	225	18,000	900	900	6 2 6	5,512 10 -	133	Still in operation.
4,163	Cullompton Gas Light and Coke Company (Limited).	Lighting Cullompton with gas -	Gravel-walk, Cullompton, Devon.	4 April	19	395	2,000	1,000	863	1 10 -	1,237 - -	58	- ditto.
4,164	Henry Briggs, Son & Company (Limited).	Working coals in Yorkshire -	Whitwood, near Normanton, Yorkshire.	5 April	7	5,428	135,000	9,000	8,600	10 - -	85,794 - -	146	- ditto.
4,165	Mexico, Havanna, and Colonial Bank (Limited).	Banking - - - - -	15, Cannon-street West, E.C., London.	5 April	7	7	1,000,000	50,000	7	No return	No return -	7	Supposed to be still in operation.
4,166	Burglary, Robbery, Fraud, and Guarantee Insurance Company (Limited).	Insuring against loss by burglary, robbery, fraud, &c.	Not stated - - -	6 April	7	11	2,000	400	11	- ditto -	- ditto -	7	- ditto.
4,167	City of Moscow Gas Company (Limited).	Lighting Moscow with gas -	26, Great St. Helens, E.C., London.	6 April	7	700	875,000	35,000	25,000	7 10 -	232,385 - -	770	Still in operation.
4,168	New Zealand Loan and Mercantile Agency Company (Limited).	Investing money generally in connection with the colony of New Zealand and its commerce.	50, Old Broad-street, E.C., London.	6 April	7	610	500,000	20,000	20,000	2 10 -	50,000 - -	133	- ditto.
4,169	West of England College Company (Limited).	Establishing and conducting a college at Nottingham.	5, Willett-street, Bideford, Devon.	7 April	8	57	10,000	400	57	No return	No return -	8	Supposed to be still in operation.
4,170	Shanghai Wharf Company (Limited).	Wharfing, storing, and warehousing goods at the port of Shanghai.	29, St. Swithin's-lane, E.C., London.	7 April	7	152	80,000	2,000	152	- ditto -	- ditto -	7	- ditto.
4,171	Liverpool Mercantile and Shipping Company (Limited).	The usual business of a general commission merchant, shipping agent, and broker.	Richmond-buildings, 26, Chapel-street, Liverpool.	7 April	7	7	3,500	350	7	- ditto -	- ditto -	7	- ditto.
4,172	Graphotype Engraving Company (Limited).	Purchasing and working a patented invention for improvements in printing, &c.	Not stated - - -	7 April	8	6,155	15,000	15,000	6,155	- ditto -	- ditto -	8	- ditto.
4,173	Wombwell Main Company (Limited).	Working coal and other mines at Wombwell, Yorkshire.	Wombwell Main Colliery, near Barnsley, Yorkshire.	7 April	7	1,200	125,000	1,250	1,200	100 - -	120,000 - -	7	Still in operation.
4,174	Railway Electric Engineering and Telegraph Works Company (Limited).	Supplying submarine cables and all other telegraphic apparatus, instruments, &c.	1, Adelphi-terrace, Adam-street, Strand, W.C.	8 April	7	14	1,000,000	20,000	1,285	50 - -	64,250 - -	30	- ditto.
4,175	Rhôs Hall Iron Company (Limited).	Iron mining on the Rhôs Hall estate, near Wrexham, North Wales.	Lombard House, George-yard, Lombard-street, London.	8 April	8	320	170,000	8,500	8,359	6 10 -	49,776 - -	115	- ditto.
4,176	Docks and Harbour Works Company (Limited).	Constructing docks, &c., in England and elsewhere.	Not stated - - -	10 April	7	230	1,000,000	40,000	230	No return	No return -	7	Supposed to be still in operation.
4,177	Livingstone's Patent Feathering Screw Propeller Company (Limited).	Purchasing and testing certain patents for improved feathering screw propellers.	9, Fenchurch-street, E.C., London.	10 April	7	7	350	7	7	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,178	Bude Haven Steam Saw Mills Company (Limited).	Erecting a saw mill at Bude Haven, Cornwall.	Bude Haven, Stratton, Cornwall.	11 April	8	61	870	145	61	No return	No return -	8	Supposed to be still in operation.
4,179	Penshurst and Chiddingstone Agricultural Steam Company (Limited).	Purchasing, selling, and letting out on hire agricultural machinery, &c.	The Square, Penshurst, Kent.	11 April	8	160	2,000	400	160	- ditto -	- ditto -	8	- ditto.
4,180	Ballina Mills (Limited) - -	Growing, dressing, and manufacturing flax.	28, Cornhill, E.C., London.	11 April	7	23	50,000	10,000	23	- ditto -	- ditto -	7	- ditto.
4,181	Beauchamp Hotel Company (Limited).	Erecting and carrying on hotels and public houses.	2, Foregate-street, Worcester.	12 April	7	610	20,000	2,000	610	- ditto -	- ditto -	7	- ditto.
4,182	City of Marseilles Improvements and Land Credit Company (Limited).	Purchasing and improving property in Marseilles.	Lombard House, George-yard, Lombard-street, London, E.C.	12 April	7	7	100	10	7	- ditto -	- ditto -	7	- ditto.
4,183	Deal and Walmer Newspaper Printing and Advertising Company (Limited).	Printing and advertising -	140, Lower-street, Deal	12 April	7	18	2,000	1,000	166	2 - -	285 17 6	57	Still in operation.
4,184	Boutin Manure Company (Limited).	Manufacturing artificial manure	Not stated - - -	12 April	7	1,129	3,000	1,200	1,129	No return	No return -	7	Supposed to be still in operation.
4,185	United Warehouse Company (Limited).	Wholesale warehousing - -	38, Moorgate-street, E.C., London.	12 April	7	7	2,000,000	200,000	7	- ditto -	- ditto -	7	- ditto.
4,186	Anglo-Indian Contract Company (Limited).	Taking contracts for railways, &c.	38, King William-street, E.C., London.	12 April	7	7	2,000,000	200,000	7	- ditto -	- ditto -	7	- ditto.
4,187	Camelford Gas Consumers' Company (Limited).	Supplying Camelford with gas -	Fore-street, Camelford, Cornwall.	12 April	7	35	15,000	600	35	- ditto -	- ditto -	7	- ditto.
4,188	Worcester Music Hall Company (Limited).	Erecting a music hall at Worcester.	Music hall, Corn Market, Worcester.	13 April	12	177	5,000	1,000	514	5 - -	2,416 - -	50	Still in operation.
4,189	London and Mediterranean Bank (Limited).	Banking generally - - -	10, Clement's-lane, E.C.	13 April	7	350	2,000,000	100,000	350	No return	No return -	7	Being wound up.
4,190	Carlisle Rope and Twine Company (Limited).	Making rope and twine - -	Devonshire-street, Carlisle.	13 April	8	51	1,000	100	67	10 - -	670 - -	13	Still in operation.
4,191	Shot Proof Armour Company (Limited).	Acquiring and working certain patents for improvements in ship-building.	Lombard House, George-yard, Lombard-street, London.	13 April	7	52	200,000	10,000	5,109	20 - -	102,180 - -	19	- ditto.
4,192	Bodmin Gas Consumers' Company (Limited).	Supplying Bodmin with gas -	Market-street, Bodmin -	13 April	25	270	4,000	800	593	4 - -	2,305 - -	43	- ditto.
4,193	John Vipond and Company (Limited.)	Mining for, and smelting iron in, Monmouthshire.	Not stated - - -	18 April	8	750	100,000	1,000	750	No return	No return -	8	Supposed to be still in operation.
4,194	New Clive Mining Company (Limited).	Working Clive Copper Mines, near Shrewsbury.	Clive Mine, near Shrewsbury.	18 April	10	450	20,000	1,000	750	9 - -	6,650 - -	19	Still in operation.
4,195	China Railways Company (Limited).	Constructing railways in China -	62, Moorgate-street, E.C., London.	18 April	7	220	300,000	15,000	220	No return	No return -	7	Supposed to be still in operation.
4,196	Luckinpore Tea Company of Assam (Limited).	Growing tea in Assam - -	15, Leadenhall-street, London.	18 April	7	310	150,000	15,000	8,062 1,938	3 10 - 3 - -	33,496 - -	94	Still in operation.
4,197	Hunasgeria Coffee Company (Limited).	Growing coffee in Ceylon - -	70, Cannon-street West, London, E.C.	18 April	7	1,515	120,000	12,000	1,150 10,850	10 - - 4 - -	54,900 - -	140	- ditto.
4,198	Fowey Consumers' Gas Company (Limited).	Supplying Fowey and neighbourhood with gas.	Fore-street, Fowey, Cornwall.	19 April	8	90	1,200	240	90	No return	No return -	8	Supposed to be still in operation.

	Screw Collier Company (Limited).	pers, and coal dealers.											
4,201	Simpson's Cattle Spice Company (Limited).	To acquire and carry on the business of A. Simpson, of Hull, for the sale of cattle spice and powders.	72, Mark-lane, City, London, E.C.	20 April	7	260	10,000	2,000	260	No return	No return -	7	Supposed to be still in operation.
4,202	Lloyd's Banking Company (Limited).	Carrying on the business of bankers at Birmingham and elsewhere.	65, High-street, Birmingham.	20 April	7	945	2,000,000	40,000	28,968	5 - -	145,115 - -	892	Still in operation.
4,203	Bognor Gas Light and Coke Company (Limited).	Supplying Bognor, in the county of Sussex, with gas.	7, Northampton-place, Bognor, Sussex.	20 April	16	155	3,000	600	600	4 - -	2,398 - -	64	- ditto.
4,204	Great Delabole Slate Company (Limited).	Slate quarrying - - -	34, Fenchurch-street, E.C., London.	21 April	7	57	50,000	25,000	57	No return	No return -	7	Supposed to be still in operation.
4,205	Berry Brow Water Supply Company (Limited).	Supplying Almondbury, in the county of York, with water.	Berry Brow, Almondbury.	21 April	10	26	1,000	1,000	255	- 8 -	83 - -	130	Still in operation.
4,206	Manchester Commercial Buildings Company (Limited).	Erecting buildings suitable for offices, &c., and letting and selling the same; also buying and selling land.	Stock Exchange-buildings, Ducie-street, Manchester.	21 April	7	2,500	250,000	25,000	8,500	2 - -	17,000 - -	53	- ditto.
4,207	North Cheshire Brewery Company (Limited).	Common brewers - - -	Charles-street, Roe-street, Macclesfield.	21 April	7	405	40,000	4,000	2,250	5 - -	15,280 - -	48	- ditto.
4,208	Equitable Credit Company (Limited).	Money lending - - -	1, Stamford-road, Kingsland, Middlesex.	21 April	7	395	25,000	2,500	1,063	2 10 -	3,750 19 8	47	- ditto.
4,209	Brighton Arcade (Limited) -	Building and constructing arcades in Brighton.	9, Mincing-lane, City, London.	21 April	7	35	50,000	2,500	{ 618 30	{ 3 - - 20 - -	} 2,709 - -	36	- ditto.
4,210	Plymouth Shipbuilding, Dock, and Iron Works Company (Limited).	Shipbuilders, founders, and engineers.	Not stated - - -	24 April	7	7	250,000	10,000	7	No return	No return -	7	Supposed to be still in operation.
4,211	Chew Magna Gas and Coal Company (Limited).	Supplying Chew Magna, Somerset, with gas.	Company's works, Chew Magna, Somerset.	24 April	7	230	1,500	600	431	2 - -	682 - -	28	Still in operation.
4,212	Torquay, St. Mary Church, and South Devon Coal, Coke, and Trading Company (Limited).	Supplying coal, coke, and such other articles and commodities as may be agreed upon.	1, North Quay, Torquay, Devon.	24 April	8	90	10,000	5,000	90	No return	No return -	8	Supposed to be still in operation.
4,213	Denby Dale Gas Light Company (Limited).	Supplying Denby Dale, in the parish of Silkstone, Yorkshire, with gas.	Smith Royd, Denby Dale, near Huddersfield.	24 April	9	425	2,000	2,000	425	- ditto -	- ditto - -	9	- ditto.
4,214	Doncaster Fish, Game, and Poultry Company (Limited).	Fishmongers, &c. - - -	18, High-street, Doncaster, Yorkshire.	25 April	7	27	2,500	500	78	3 10 -	156 - -	24	Still in operation.
4,215	Llanrwst Slate Slab Quarry Company (Limited).	Slate quarrying at Llanrwst, in the county of Denbigh.	89, Ethelburga House, Bishopsgate-street, Within, E.C.	25 April	7	280	75,000	15,000	{ 2,570 400	{ 2 - - 5 - -	} 4,533 5 -	77	Being wound up.
4,216	Peruvian Railways Company (Limited).	Making railways in Peru - -	85, Cannon-street West, City of London.	26 April	7	70	1,670,000	66,800	70	No return	No return -	7	Dissolved, and a new company bearing same name registered in its place.
4,217	Manchester Credit Mobilier (Limited).	Dealing in securities of various kinds and lending money.	Not stated - - -	26 April	11	95	50,000	5,000	95	- ditto -	- ditto - -	11	Supposed to be still in operation.
4,218	British Oil and Cannel Company (Limited).	Distilling oil from Cannel coal and other substances.	2, Cannon-street, Manchester.	26 April	7	70	50,000	5,000	1,865	4 - -	8,045 - -	42	Still in operation.
4,219	Towcester Town Hall and Corn Exchange Company (Limited).	Erecting a building to be used as a town hall, corn exchange, &c., at Towcester.	High-street, Towcester, Northampton.	26 April	7	45	51,000	500	45	No return	No return -	7	Supposed to be still in operation.
4,220	Lancaster Shipowners' Company (Limited).	Shipowners - - - -	120, Church-street, Lancaster.	27 April	7	700	250,000	25,000	700	- ditto -	- ditto - -	7	- ditto.
4,221	Torquay Times and South Devon Advertiser Company (Limited).	Printing and publishing a newspaper at Torquay.	1, Madrepore-place, Union-street, Torquay.	27 April	7	39	3,000	300	89	2 10 -	288 10 -	23	Still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865 ;			£.			£. s. d.	£. s. d.		
4,222	Russian (Vksounsky) Iron Works Company (Limited).	Acquiring and working iron mines and works in Russia.	9, Great Winchester-street, Old Broad-street, London, E. C.	28 April	8	285	500,000	25,000	15,000	7 10 –	56,950 – –	305	Still in operation.
4,223	Estates Development Company (Limited).	Acquiring lands, and improving same by drainage, &c.	3, St. Michael's-alley, Cornhill, London, E. C.	28 April	18	260	50,000	500	500	20 – –	9,870 – –	18	- ditto.
4,224	Lion Brewery Company (Limited).	To acquire and carry on the brewery business of Messrs. Goding, Jenkins, & Company.	Lion Brewery, Belvidere-road, Lambeth, Surrey.	28 April	7	7	400,000	17,000	12,000 5,000	5 – – 20 – –	166,925 – –	214	- ditto.
4,225	Hirwain Coal and Iron Company (Limited).	Acquiring and working coal and iron works at Hirwain and Aberdare, Glamorganshire.	Not stated - - -	29 April	7	2,225	100,000	50,000	2,225	No return	No return -	7	Supposed to be still in operation.
4,226	Corwen Gas Company (Limited).	Supplying Corwen, in the county of Merioneth, with gas.	Market-place, Corwen -	29 April	16	202	2,000	400	300	5 – –	1,500 – –	27	Still in operation.
4,227	Bohemian Glass Company (Limited).	Manufacturing glass of every kind.	7, Queen's Head-passage, Newgate-street, London.	1 May	7	170	30,000	3,000	170	No return	No return -	7	Supposed to be still in operation.
4,228	West London Freehold Ground Rent Association (Limited).	Purchasing and improving freehold land in the western district of London.	5, Waterloo-place, Pall Mall, Middlesex, S.W.	1 May	8	1,200	200,000	10,000	1,200	ditto -	- ditto -	8	- ditto.
4,229	Alexander Hall Company (Limited).	Acquiring and carrying on a taverns or tavern, &c., with a music hall, &c.	Peter-street, Manchester	1 May	7	62	10,000	1,000	62	ditto -	- ditto -	7	- ditto.
4,230	Moore, M'Queen, & Company (Limited).	Acquiring the business of Messrs. Moore, M'Queen, & Company, lithographers, &c.	25, Berner's-street, Oxford-street, W.	1 May	7	1,750	150,000	15,000	11,305	5 – –	54,909 – –	160	Still in operation.
4,231	Cefn Mawr and Rhosymedre Gas Company (Limited).	Supplying Cefn Mawr and Rhosymedre with gas.	Plasmadoc, near Ruabon, Denbigh.	1 May	7	140	2,000	400	140	No return	No return.	7	Supposed to be still in operation.
4,232	Chilvers Cotton and Wellingborough Iron Foundry Company (Limited).	Purchasing the business of Messrs. C. and J. Williamson, iron-founders, smelters, &c.	4, Queen-street-place, Cannon-street, London, E. C.	2 May	8	22	100,000	10,000	527	2 – –	525 – –	30	Still in operation.
4,233	Great Northern Brewery Company (Limited).	Acquiring and carrying on the "British Brewery," Roman-road, Holloway.	1, Queen-street, Cheapside, City of London.	2 May	7	218	60,000	6,000	218	No return	No return -	7	Supposed to be still in operation.
4,234	Romford and Havering Liberty Gas Consumesr Company (Limited).	Lighting Romford, Essex, with gas.	White Hart Inn, High-street, Romford.	3 May	9	200	6,000	1,200	677	1 – –	677 – –	70	Still in operation.
4,235	Halifax Omnibus and Cab Company (Limited).	Conveying passengers, &c., in omnibuses, cabs, &c., in Halifax, Yorkshire.	8, Portland-street, Halifax, Yorkshire.	3 May	10	155	4,000	4,000	155	No return	No return -	10	Supposed to be still in operation.
4,236	Animal Charcoal Company (Limited).	Manufacturing animal charcoal -	138, New Gravel-lane, Middlesex.	3 May	7	43	100,000	10,000	9,000 1,000	6 – – 10 – –	64,000 – –	162	Still in operation.
4,237	Steam Cooperage Company	Making and dealing in casks, &c.	Hungerford-street, Com-	3 May	7	620	50,000	5,000	2,915	5 – –	14,375 – –	25	- ditto.

	mited).												
4,239	Alliance Investment and Advance Company (Limited).	Lending money - - -	Not stated - - -	4 May	7	39	2,000	200	39	No return	No return -	7	Supposed to be still in operation
4,240	Lobster and Salmon Fishing Company (Limited).	Fishing for, and dealing in lobsters and salmon.	11, Scale-lane, Hull -	4 May	7	195	10,000	1,000	485	10 - -	4,770 - -	21	Still in operation.
4,241	Elliott Brothers Company (Limited).	Acquiring and carrying on the mill, now carried on by Messrs. Elliott, woollen carders, weavers, &c.	Ryding's mill, near Rochdale.	4 May	9	1,185	50,000	5,000	2,249 805	6 - - 2 - -	20,620 - -	82	- ditto.
4,242	Alresford Market House Company (Limited).	Erecting a new market hall at Alresford, Hants.	West-street, New Alresford, Hants.	5 May	33	170	2,000	400	269	5 - -	1,289 - -	52	- ditto.
4,243	Bank of British Africa (Limited).	Banking - - - - -	Not stated - - -	5 May	8	400	1,000,000	40,000	400	No return	No return -	8	Supposed to be still in operation.
4,244	Manchester New Exchange Company (Limited).	Erecting a new Exchange at Manchester.	19, Chancery-lane, Manchester.	5 May	7	700	400,000	20,000	5,690	5 - -	23,135 - -	154	Still in operation.
4,245	Minera Lime Company (Limited).	Working limestone quarries -	33, Egerton-street, Chester.	5 May	7	950	21,000	2,100	750 300	10 - - 2 10 -	8,250 - -	9	- ditto.
4,246	Peruvian Railways Company (Limited).	Making railways in Peru - -	85, Cannon-street West, London, E.C.	6 May	7	700	3,340,000	133,600	700	No return	No return -	7	Supposed to be still in operation.
4,247	Port Adelaide Wharf and Warehouse Company (Limited).	Building wharves, warehouses, &c., at Port Adelaide.	1, Mitre-court, Fleet-street, London.	6 May	7	135	200,000	40,000	135	ditto -	- ditto -	7	- ditto.
4,248	Zante Petroleum Company (Limited).	Acquiring land, &c., in Zante, and digging the same for earth oil.	70, Cannon-street West, London.	8 May	7	20	60,000	12,000	2,200 1,780 308 200	5 - - 4 10 - 2 - - - 10 -	19,256 - -	62	Still in operation.
4,249	Mitcheldean Gas, Light, and Coke, Company (Limited).	Supplying Mitcheldean, in Gloucestershire, with gas.	Not stated - - -	8 May	7	75	1,500	300	75	No return	No return -	7	Supposed to be still in operation.
4,250	Central India Cotton Spinning and Weaving Company (Limited).	Manufacturing yarn and other fabrics from cotton at Benar, Central India.	Not stated - - -	8 May	7	35	250,000	12,500	35	ditto -	- ditto -	7	- ditto.
4,251	Deptford Joint Stock Bread and Flour Company (Limited).	Making bread and dealing in flour.	2, Henry-street, Wotton-road, Deptford, Kent.	8 May	13	56	400	400	56	ditto -	- ditto -	13	Being wound up.
4,252	Petroleum Company of Western Virginia (Limited).	Acquiring land in Western Virginia for the purpose of obtaining Petroleum therefrom.	9, Great Winchester-street, London, E.C.	8 May	7	350	200,000	20,000	350	ditto -	- ditto -	7	Supposed to be still in operation.
4,253	Crockett Leather Cloth Company (Limited).	Manufacturing leather cloth -	Not stated - - -	9 May	7	7	2,000	2,000	7	ditto -	- ditto -	7	- ditto.
4,254	Diamond Steam Navigation Company (Limited).	Building and running vessels between Great Britain, the Colonies, and the Cape, Natal, &c.	13, John-street, Minories, E.C., London.	9 May	7	5,700	300,000	15,000	11,022	11 - -	121,242 - -	64	Still in operation.
4,255	Wynn Hall Coal Company (Limited).	Mining for coal in Denbighshire	Ruabon, Denbigh - -	9 May	11	2,203	25,000	2,500	2,253	8 - -	17,648 - -	20	- ditto.
4,256	Mutual Reversionary Investment Society (Limited).	Acquiring, improving, and dealing in land, &c.	32, Charing Cross, Westminster, S.W.	9 May	7	35	12,000	200	35	No return	No return -	7	Supposed to be still in operation.
4,257	Liverpool Sugar Refinery Company (Limited).	Refining sugar and molasses -	10, Temple-court, Liverpool.	10 May	14	1,880	50,000	2,500	2,500	5 - -	12,500 - -	21	Still in operation.
4,258	Bank of Persia (Limited) -	Banking - - - - -	Not stated - - -	10 May	7	70	2,000	200	70	No return	No return -	7	Supposed to be still in operation.
4,259	Mexican Silver Mining Company (Limited).	Mining for silver and other metals, &c. in Mexico.	Not stated - - -	11 May	7	95	1,000,000	50,000	95	ditto -	- ditto -	7	- ditto.
4,260	Bridlington and Quay Water Company (Limited).	Supplying Bridlington, Yorkshire, with water.	47, Market-place, Bridlington, Yorkshire.	12 May	7	125	12,000	2,400	1,381	5 - -	6,905 - -	41	Still in operation.
4,261	Yorkshire Engine Company (Limited).	Building engines, rolling stock, &c.	1, Bank-street, Sheffield	12 May	7	450	200,000	2,000	2,000	25 - -	54,000 - -	41	- ditto.
4,262	Peterborough Times Company (Limited).	Printing and publishing a newspaper.	15, Westgate, Peterboro'	12 May	13	51	1,000	200	51	No return	No return -	13	Supposed to be still in operation.
4,263	Tremadoc and Rathven Slate Company (Limited).	Slate quarrying in the county of Carnarvon.	7, Ludgate-hill, City of London, E.C.	13 May	7	7	25,000	5,000	7	ditto -	- ditto -	7	- ditto.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£.	£. s. d.		
4,264	North British Oil and Candle Company (Limited).	Purchasing coal, shale, petroleum, fat, oils, tallow, &c., &c.	12, Abingdon-street, Westminister, S.W.	13 May	7	77	25,000	250	77	No return	No return -	7	Supposed to be still in operation.
4,265	Odd Fellows' Hall Company (Limited).	Purchasing the Montague Hall, at Worthing, Sussex, for the use of the Company.	15, South-street, Worthing.	13 May	9	18	225	225	174	- 15 -	138 - -	84	Still in operation.
4,266	Joseph Lucke & Company (Limited).	Undertaking, prosecuting, and participating in financial, commercial, and industrial projects.	17, Old Broad-street, London, E.C.	15 May	7	7	100,000	100	7	No return	No return -	7	Supposed to be still in operation.
4,267	English Trading Company (Limited).	Carrying on in Paris a place of business for dealing in British and Foreign manufactured goods.	17, Old Change, E.C.	15 May	17	1,495	20,000	2,000	1,500	4 - -	6,000 - -	18	Still in operation.
4,268	Aldershot Gas and Water Company (Limited).	Supplying Aldershot with gas and water.	Albert Villa, Victoria-road, Aldershot.	15 May	7	80	25,000	1,000	80	No return	No return -	7	Supposed to be still in operation.
4,269	Brunswick Steam Saw Mills Company (Limited).	Carrying on a saw mill.	79, Harrington-street, Liverpool.	15 May	7	530	25,000	2,500	530	- ditto -	- ditto -	7	- ditto.
4,270	Devonport Workmens' Hall Company (Limited).	Purchasing the premises, No. 47, Fore-street, Devonport, for the use of the Company.	Not stated.	15 May	12	60	1,000	1,000	60	- ditto -	- ditto -	12	- ditto.
4,271	Bishop's Waltham Water Company (Limited).	Supplying Bishop's Waltham, Southampton, with water.	Bishop's Waltham, Hants.	15 May	9	165	5,000	500	196	7 10 -	972 10 -	13	Still in operation.
4,272	Breech-loading Armoury Company (Limited).	Gun making.	355, Strand, Middlesex.	15 May	7	70	150,000	6,000	70	No return	No return -	7	Supposed to be still in operation.
4,273	Truro Public Rooms Company (Limited).	Providing public rooms at Truro.	Truro, Cornwall.	15 May	12	275	5,000	1,000	1,000	- 5 -	236 - -	103	Still in operation.
4,274	London and Liverpool Marine Insurance Company (Limited).	Marine Insurance generally.	Not stated.	16 May	7	35	2,000	400	35	No return	No return -	7	Supposed to be still in operation.
4,275	Juakin's Domestic Sewing Machine Company (Limited).	Manufacturing and selling sewing machines.	1, Liverpool-street, Bishopsgate-street, London, E.C.	17 May	7	3,200	32,000	3,200	3,200	- ditto -	- ditto -	7	- ditto.
4,276	Dyffryn Ceiriog Mining Company (Limited).	Mining for lead, copper, iron ore, and other ores, coal, &c.	King's Head, Rhos, near Ruabon, Denbigh.	17 May	7	464	10,000	5,000	464	- ditto -	- ditto -	7	- ditto.
4,277	Rome and Tivoli Railway Company (Limited).	Constructing and working a railway, &c. in Italy.	18, King's Arms-yard, Moorgate-street, E.C., London.	17 May	7	7	80,000	2,000	7	- ditto -	- ditto -	7	- ditto.
4,278	Newcastle-on-Tyne Evening Star Newspaper Printing and Publishing Company (Limited).	Printing and publishing a daily newspaper.	6, Nun-street, Newcastle-upon-Tyne.	17 May	7	100	3,000	300	100	- ditto -	- ditto -	7	- ditto.
4,279	Rosedale Shop Company (Limited).	General shopkeepers, dealers, and merchants.	Rosedale West, Lastingham, Yorkshire.	18 May	7	70	2,000	2,000	70	- ditto -	- ditto -	7	- ditto.
4,280	Bank of Goozerat and Central India (Limited).	Banking generally.	63, Lincoln's-inn-fields, Middlesex.	19 May	7	1,005	2,000,000	40,000	1,005	- ditto -	- ditto -	7	Supposed to be still in operation.

	Company (Limited).	Islands, the Isle of Man, and Europe.											
4,283	Casket Portrait Company (Limited).	Taking binocular photographic portraits.	Not stated - - -	19 May -	7	116	6,000	120	116	- ditto -	- ditto -	7	- ditto.
4,284	Chiltern Hills Spring Water Company (Limited).	Supplying Aylesbury and its suburbs with water.	Market-place, Aylesbury, Bucks.	19 May -	9	260	21,000	2,100	1,546	8 - -	14,388 - -	96	Still in operation.
4,285	Railway Credit Company (Limited).	Taking contracts for public works, and rendering assistance to contractors, &c.	12, Bucklesbury, London, E.C.	20 May -	7	7	2,000	80	7	No return	No return -	7	Supposed to be still in operation.
4,286	Westminster Financial Association (Limited).	Employing capital in every description of industrial, financial, or commercial enterprise.	14, George-street, Mansion House, City of London.	20 May -	7	7	2,000	80	7	- ditto -	- ditto -	7	- ditto.
4,287	Joseph Horner and Sons (Limited).	Acquiring and carrying on the Phœnix Corn Mills, Wakefield.	38, John-street, Bedford-row, W.C., London.	20 May -	7	642	100,000	10,000	642	- ditto -	- ditto -	7	- ditto.
4,288	Staley Shepherds, Building Company (Limited).	Acquiring land, and erecting buildings thereon, at Micklehurst, Cheshire.	Not stated - - -	20 May -	7	35	600	120	35	- ditto -	- ditto -	7	- ditto.
4,289	London Steam Collier and Coal Company (Limited).	Purchasing vessels, and dealing in coals, &c.	St. Michael's House, St. Michael's-alley, Cornhill.	20 May -	7	350	300,000	30,000	350	- ditto -	- ditto -	7	- ditto.
4,290	Manchester Enamelled Slate Company (Limited).	Manufacturing enamelled slate and other chimney pieces.	Not stated - - -	22 May -	9	56	25,000	2,500	56	- ditto -	- ditto -	9	- ditto.
4,291	Merrybent and Middleton Tyas Mining and Smelting Company (Limited).	Mining, in the parish of Melson, North Riding, Yorkshire.	80, Bondgate, Darlington, Durham.	22 May -	7	1,010	100,000	10,000	1,010	- ditto -	- ditto -	7	- ditto.
4,292	Whitworth Company (Limited).	Making ordnance and rifles, &c.	44, Chorlton-street, Manchester.	22 May -	7	1,560	400,000	4,000	3,064	80 - -	242,120 - -	12	Still in operation.
4,293	Cotswold Club (Limited) -	Erecting and carrying a club-house at Cheltenham.	9, Portland-street, Cheltenham, Gloucestershire.	22 May -	9	27	500	100	81	2 10 -	162 10 -	43	- ditto.
4,294	Maritime and General Improvements Company (Limited).	Adopting and introducing any improvements connected with naval and maritime purposes.	9, Bush-lane, Cannon-street, London, E.C.	22 May -	8	400	100,000	20,000	2,167	2 10 -	2,532 10 -	21	- ditto.
4,295	Blackpool and Southport Property Company (Limited).	Purchasing land, and building thereon.	9, General-street, Blackpool.	23 May -	7	1,290	60,000	6,000	1,290	No return	No return -	7	Dissolved, and a new Company bearing a similar name registered in its place.
4,296	Liverpool Marine Credit Company (Limited).	Lending money on the security of mortgage, bottomry bonds, &c., of ships.	26, Castle-street, Liverpool.	25 May -	7	460	200,000	10,000	10,000	2 - -	20,000 - -	118	Still in operation.
4,297	British and American Steam Navigation Company (Limited).	Building, purchasing, hiring ships, &c., and trading with same.	48, Brown's - buildings, Liverpool.	25 May -	7	700	250,000	10,000	10,000	15 - -	100,000 - -	19	- ditto.
4,298	Thames-street Bonded Wharves Company (Limited).	Acquiring premises at the North-west corner of London Bridge.	1, Arthur-street West, London Bridge, E.C.	25 May -	8	520	60,000	60	520	No return	No return -	8	Supposed to be still in operation.
4,299	Ford's Eureka Shirt Company (Limited).	Purchasing the business of R. A. Ford, shirt makers.	Not stated - - -	25 May -	7	7	50,000	10,000	7	- ditto -	- ditto -	7	- ditto.
4,300	Richard Markendale and Company (Limited).	Purchasing the hide business of Richard Markendale, hide and skin broker of Wood-street, Deansgate, Manchester.	Wood-street, Deansgate, Manchester.	25 May -	7	1,010	30,000	3,000	3,000	4 - -	12,000 - -	92	Still in operation.
4,301	Roeckner's Patent Wood, Pulp and Paper Company (Limited).	Making paper, &c. from wood, &c.	73, Fleet-street, E.C., London.	26 May -	7	7	2,000	200	7	No return	No return -	7	Supposed to be still in operation.
4,302	Lonsdale Vale Iron Company (Limited).	Mining for iron coal, &c., at Cleveland, Yorkshire.	Not stated - - -	26 May -	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
4,303	North-west London Loan and Discount Company (Limited).	Granting loans, &c. - - -	26, London-street, Paddington, Middlesex.	26 May -	7	100	10,000	2,000	100	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,304	Nottingham and County Bank (Limited).	Banking generally - - -	Not stated - - -	26 May	7	7	500,000	50,000	7	No return	No return -	7	Supposed to be still in operation.
4,305	English Grease Works (Limited).	Manufacturing locomotive greases, &c.	4, St. Benett-place, Gracechurch-street, London. E.C.	27 May	7	405	12,600	1,200	405	- ditto -	- ditto - -	7	- ditto.
4,306	Consolidated Finance Company (Limited).	Financial agency generally -	35, King William-street, E.C., London.	27 May	7	175	20,000	2,000	175	- ditto -	- ditto - -	7	- ditto.
4,307	Aldborough Hotel Company (Limited).	Purchasing and carrying on an hotel at Aldborough, Suffolk.	25, Bucklersbury, E.C., London.	27 May	8	8	25,000	2,500	1,320 80	4 - - 10 - -	4,144 10 -	57	Still in operation.
4,308	Port Nant Granite Company (Limited).	Mining for granite and other stone at Pistill, Carnarvon.	Not stated - - -	27 May	7	135	100,000	10,000	135	No return	No return -	7	Supposed to be still in operation.
4,309	Parr's Banking Company (Limited).	Banking generally - - -	Warrington Old Bank, 10, Winwick-street, Warrington.	29 May	7	4,345	1,000,000	10,000	10,000	10 - -	100,000 - -	196	Still in operation.
4,310	Cheshire Amalgamated Salt Works Company (Limited).	Manufacturing salt - - -	16, Finsbury-pavement, London, E.C.	29 May	7	601	200,000	10,000	6,900 3,100	10 10 - 20 - -	134,452 10 -	88	- ditto.
4,311	Waldeck Iron Works, Mining, and Smelting Company (Limited).	Working iron mines and smelting works, &c. at Waldeck.	30, Mark-lane, E.C., London.	29 May	8	1,120	25,000	2,500	1,120	No return	No return -	8	Supposed to be still in operation.
4,312	London Joint Stock Timber Company (Limited).	Importing and dealing in timber of every kind.	30, Bucklersbury, E.C., London.	30 May	7	7	250,000	25,000	7	- ditto -	- ditto - -	7	- ditto.
4,313	Great Western Bank (Limited)	Banking generally - - -	70, Cornhill, London, E.C.	30 May	7	7	5,000	200	7	- ditto -	- ditto - -	7	- ditto.
4,314	North Eastern Engineering and Shipbuilding Company (Limited).	Shipbuilding, and making and repairing engines.	3, St. Nicholas-buildings, High Level Approach, Newcastle-upon-Tyne.	30 May	7	205	100,000	1,000	528	10 - -	4,730 - -	20	Still in operation.
4,315	Metropolitan Mineral Rock and Seyssel Asphalte Company (Limited).	Manufacturing asphalte, &c. -	13, Gresham-street, London, E.C.	31 May	7	35	15,000	300	300	10 - -	3,975 - -	9	- ditto.
4,316	Rhos Gas Company (Limited)	Lighting Rhos, Denbighshire, with gas.	Swan-hill, Shrewsbury -	31 May	7	7	3,000	600	7	No return	No return -	7	Supposed to be still in operation.
4,317	Great Western and Fowlers' United Collieries (Limited).	Working collieries in North Wales	4, King-street, Cheapside, London, E.C.	1 June	7	90	150,000	7,500	90	- ditto -	- ditto - -	7	- ditto.
4,318	Proprietors of the "Northern Daily Express" (Limited).	Printing and publishing newspapers, &c.	15, Lincoln's-Inn Fields, Middlesex.	1 June	8	97	10,000	200	149	30 - -	3,819 11 5	14	Still in operation.
4,319	Chesterton Iron Company (Limited).	Smelting and manufacturing iron in all its branches.	Chesterton, Staffordshire	2 June	11	23	15,000	30	24	500 - -	10,800 - -	16	- ditto.
4,320	Tannerie et Ganterie de la Corse (Limited).	Working a tannery and glove factory at Corsica.	Not stated - - -	3 June	7	122	50,000	2,500	122	No return	No return -	7	Supposed to be still in operation.
4,321	Yelverton Villas Company (Limited).	Purchasing land in Devon, and erecting villas thereon, &c.	10, Frankfort-street, Plymouth.	3 June	9	37	15,000	150	37	- ditto -	- ditto - -	9	- ditto.
4,322	James Schofield & Sons (Limited).	Acquiring and carrying on the Heyhook warehouse, Buckley, and saw mills at Rochdale, for making flannels, &c.	Heybrook, Rochdale -	5 June	7	10,270	150,000	15,000	10,270	- ditto -	- ditto - -	7	- ditto.
4,323	General Breech-loading Fire-arms Company (Limited).	Making, altering, and dealing in breech-loading fire-arms	18, Adam-street, Adelphi, Strand, Middlesex W.C.	5 June	7	155	100,000	5,000	155	- ditto -	- ditto - -	7	- ditto.

	pany (Limited).	siness of coach proprietors, now carried on by Joseph Cockshoot, of Manchester, and George Baxter, of Altrincham.										
4,326	Standring Omnibus Company (Limited).	Acquiring and carrying on the business of James Standring, of Manchester, omnibus proprietor.	Not stated - - -	6 June	7	170	25,000	1,250	170	- ditto -	- ditto -	7	- ditto.
4,327	Wine Agency Company (Limited).	Dealing in wines, &c. - -	202, Piccadilly - -	7 June	7	950	15,000	1,500	975	1 - -	975 - -	9	Still in operation.
4,328	London Bridge Land Company (Limited).	Purchasing freehold land in the borough of Southwark, and improving same.	Wellington-street, Southwark, S.	7 June	7	106	300,000	6,000	7	No return	No return -	7	Supposed to be still in operation.
4,329	Jacobs, Meynell & Company (Limited).	Acquiring and carrying on the business of Jacobs, Meynell & Co., of Milton-next-Gravesend, ironmongers, &c.	Fountain-yard, Milton-next-Gravesend, Kent.	7 June	8	230	20,000	1,000	230	- ditto -	- ditto -	8	- ditto.
4,330	Tattenhall Gas and Coke Company (Limited).	Lighting Tattenhall, in Chester, with gas.	The Hall, Tattenhall, Chester.	8 June	7	105	1,000	200	154	5 - -	770 - -	16	Still in operation.
4,331	Llantwit Main Colliery Company (Limited).	Working coal mines at Llantrissant, Glamorganshire.	6, Martin's-lane, Cannon-street, London, E.C.	8 June	7	125	30,000	1,500	125	No return	No return -	7	Supposed to be still in operation.
4,332	Anglo-Italian Commercial and Public Works Company (Limited).	Contracting for carrying out public works for foreign and colonial governments, &c.	30, Mark-lane, E.C., London.	8 June	7	140	10,000	1,000	140	- ditto -	- ditto -	7	- ditto.
4,333	Reese River Silver Mining Company (Limited).	Mining for metals, near Reese River.	58, Old Broad-street, London, E.C.	9 June	7	7	100,000	20,000	7	- ditto -	- ditto -	7	- ditto.
4,334	Hafod-y-Llan (Snowdon) Slate Quarry Company (Limited).	Quarrying at Hafod-y-Llan, Beddgelert, Carnarvonshire.	187, Gresham House, Old Broad-street.	9 June	8	2,000	100,000	2,000	2,000	41 5 -	64,380 10 -	8	Still in operation.
4,335	Samuel Dewhurst & Company (Limited).	Acquiring and carrying on the cotton spinning business of Samuel Dewhurst & Co.	Broughton Dye Works, Blackburn-street, Broughton, Salford.	9 June	7	1,500	150,000	3,000	1,500	No return	No return -	7	Supposed to be still in operation.
4,336	Hackney Wick Works (Limited).	Oil refining, &c. - - -	The Works, Hackney Wick.	10 June	8	100	1,500	100	100	- ditto -	- ditto -	8	- ditto.
4,337	Blakeley Ordnance Company (Limited).	Constructing and dealing in ordnance.	11, Pall Mall East -	10 June	10	316	750,000	30,000	316	- ditto -	- ditto -	10	- ditto.
4,338	Evans' (Covent Garden) (Limited).	Acquiring and carrying on the Grand Hotel, Covent Garden.	35, Poultry, E.C. - -	10 June	7	95	60,000	6,000	95	- ditto -	- ditto -	7	Dissolved.
4,339	Liverpool and Dublin Steam Navigation Company (Limited).	Building, chartering, sailing, and trading with ships, &c.	25, Water-street, Liverpool.	12 June	7	39	400,000	16,000	39	- ditto -	- ditto -	7	Supposed to be still in operation.
4,340	Warren's Blacking Company (Limited).	Purchasing and carrying on Warren's blacking manufacturing business.	24, Bucklersbury, E.C. -	12 June	7	61	100,000	10,000	61	- ditto -	- ditto -	7	- ditto.
4,341	Ridge's Patent Food Company (Limited).	Acquiring and carrying a certain patent for making infants' and invalids' food.	35, Thomas-street, Southwark.	12 June	9	400	4,000	400	400	- ditto -	- ditto -	9	- ditto.
4,342	United Service Company (Limited).	Banking generally - - -	9, Waterloo-place, Pall Mall.	12 June	7	2,605	1,000,000	100,000	2,605	- ditto -	- ditto -	7	- ditto.
4,343	Grange Town Iron Company (Limited).	Acquiring and carrying on the business of Mr. Henry Kinnaird, York, iron founders, &c.	2, Royal Exchange-buildings.	13 June	7	230	100,000	10,000	230	- ditto -	- ditto -	7	- ditto.
4,344	Westerham Public Hall Company.	Erecting a public hall at Westerham, Kent.	Mr. Thos. Newton, Westerham, Kent.	13 June	20	105	2,000	200	150	4 - -	600 - -	30	Still in operation.
4,345	Caenewydd Colliery Company (Limited).	Working Caenewydd Colliery at Loughor, Glamorganshire.	25, Bucklersbury - -	13 June	7	43	2,000	100	43	No return	No return -	7	Supposed to be still in operation.
4,346	Success Steam Tug Company (Limited).	Providing steam vessels for towing purposes.	9, Strand-street, Liverpool.	13 June	7	29	30,000	600	29	- ditto -	- ditto -	7	- ditto.
4,347	City Land Association (Limited).	Acquiring and improving freehold land in the City of London.	27, Cannon-street, E.C.	14 June	7	28	100,000	100	7	- ditto -	- ditto -	7	- ditto.
4,348	General Agency (Limited). -	Dealing in property of every description and insurance generally.	27, Cannon-street, London, E.C.	14 June	7	700	50,000	1,000	700	1 - -	700 - -	7	Still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1865:			£.			£. s. d.	£. s. d.		
4,349	Surrey Fire and Life Insurance Company (Limited).	Insurance generally - - -	18, High-street, Guildford.	14 June	7	7	100,000	10,000	7	No return	No return -	7	Supposed to be still in operation.
4,350	Neath Harbour Pilot Boat Company (Limited).	Trading with pilot boats - -	Church-street, Briton Ferry, Glamorganshire.	14 June	8	45	500	100	100	4 - -	343 - -	15	Still in operation.
4,351	Stanstead Abbots Gas Company (Limited).	Lighting Stanstead Abbots, &c., in Hertfordshire, with gas.	River Cottage, Stanstead Abbots, Herts.	15 June	7	77	1,250	250	130	2 - -	116 - -	21	- ditto.
4,352	Rainow Spinning Company (Limited).	Spinning and manufacturing cotton.	Rainow Mill, Ballington, near Macclesfield.	15 June	7	76	10,000	100	76	100 - -	7,600 - -	7	- ditto.
4,353	Horsham Corn Exchange Company (Limited).	Providing a corn exchange at Horsham.	Mr. Dendy Sadler, solicitor, Carfax, Horsham, Sussex.	15 June	7	80	7,000	700	564	7 - -	3,828 - -	88	- ditto.
4,354	Gowhatty Tea Company (Limited).	Cultivating tea in the Himalayas	3, Winchester-buildings, E.C., London.	15 June	7	7	100,000	10,000	7	No return	No return -	7	Being wound up.
4,355	Glamorgan Iron and Coal Company (Limited).	Coal and iron mining in Glamorganshire.	15, King-street, Cheapside, London, E.C.	15 June	7	70	100,000	5,000	70	- ditto -	- ditto -	7	Supposed to be still in operation.
4,356	Commercial Clothing Company (Limited).	Dealing in clothes, garments, and gentleman's outfits.	139, Cheapside, London, E.C.	16 June	7	910	30,000	15,000	910	- ditto -	- ditto -	7	- ditto.
4,357	Uninflammable Laundry Company (Limited).	Washing, dyeing, bleaching, &c. -	29, New Bridge-street, Blackfriars, London, E.C.	16 June	7	118	50,000	10,000	118	- ditto -	- ditto -	7	- ditto.
4,358	Wilhelms & Company (Limited), now called British Clothing Company (Limited).	Carrying on the business of Mr. Wilhelms, 14 and 15, Poultry, draper and clothier.	15, Poultry, City of London, E.C.	16 June	7	74	100,000	10,000	74	- ditto -	- ditto -	7	- ditto.
4,359	Scarsdale Brewery Company (Limited).	Brewing, &c. - - - - -	St. Mary's Gate, Chesterfield, Derbyshire.	17 June	8	70	7,000	70	70	25 - -	900 - -	8	Still in operation.
4,360	Salterhebble Cotton Spinning Company (Limited).	Cotton spinning, &c. - - -	Salterhebble, Skircoat, Halifax.	19 June	9	315	3,000	3,000	2,755	1 - -	2,590 - -	87	- ditto.
4,361	Machine Encaustic Tile Company (Limited).	Manufacturing encaustic tiles -	Not stated - - -	19 June	8	192	100,000	10,000	192	No return	No return -	8	Supposed to be still in operation.
4,362	London Merchants' Company (Limited).	Carrying on the business of merchants generally.	Not stated - - -	19 June	7	700	1,500,000	15,000	700	- ditto -	- ditto -	7	- ditto.
4,363	Chubwa Tea Company of Assam (Limited).	Growing tea in Assam - -	3, East India-avenue, Leadenhall-street, London, E.C.	19 June	8	1,500	300,000	30,000	3,107 10,960	10 - - 3 - -	25,615 - -	130	Still in operation.
4,364	Torquay Brewing and Trading Company (Limited).	Brewing, and lending money -	Brewery, Fleet-street, Torquay.	21 June	7	495	25,000	1,000	1,000	10 - -	9,946 - -	70	Still in operation.
4,365	London Quays and Warehouses Company (Limited).	Erecting and maintaining docks, wharves, warehouses, &c.	St. Dunstan's House, St. Dunstan's Hill, London.	22 June	7	330	500,000	20,000	330	No return	No return -	7	Supposed to be still in operation.
4,366	Lansdowne Hotel Company (Limited).	Erecting an hotel at Hornsea, in East Riding, Yorkshire.	3, Land of Green Ginger, Kingston.	22 June	7	62	8,000	800	62	- ditto -	- ditto -	7	- ditto.
4,367	Gold and Ivory Company (Limited).	Fitting out an expedition for the purpose of obtaining gold and ivory from Africa.	164 A, Strand, London -	22 June	7	3,006	40,000	40,000	3,006	- ditto -	- ditto -	7	- ditto.
4,368	Milbourne Port Gas Company (Limited).	Lighting Milbourne Port with gas	1, High-street, Milbourne Port, Somerset.	22 June	7	100	1,500	300	100	- ditto -	- ditto -	7	- ditto.
4,369	Thaxted Gaslight and Coke Company (Limited).	Lighting Thaxted, in Essex, with gas.	Not stated - - -	22 June	8	132	2,000	400	132	- ditto -	- ditto -	8	- ditto.
4,370	Aberford Gas Consumers' Com-	Lighting Aberford, in Yorkshire,	Aberford, Yorkshire -	23 June	8	109	2,000	400	109	- ditto -	- ditto -	8	- ditto.

4,373	Lauder City Silver Mining Company (Limited).	Silver mining in Nevada, United States.	73, Old Broad-street -	24 June	7	550	100,000	20,000	4,755	- 10 -	2,152	7	
4,374	John Patterson & Company (Limited).	Carrying on the patent mill business of John Patterson & Co., at Beverley, Yorkshire, engineers, &c.	North Bar-street, Beverley.	26 June	7	620	10,000	1,000	620	No return	No return -	7	Supposed to be still in operation.
4,375	Tees and Thames Screw Steam Shipping Company (Limited).	Purchasing and trading with screw steam and other vessels.	Not stated - - -	26 June	7	67	12,000	240	67	- ditto -	- ditto -	7	- ditto.
4,376	Maidenhead Improvement Company (Limited).	Acquiring and improving property at Maidenhead.	Maidenhead, Berks -	26 June	8	121	10,000	1,000	121	- ditto -	- ditto -	8	- ditto.
4,377	Patent Arenga Hair and Bristles Company (Limited).	Carrying out a patent for improvements in the manufacture of brushes, &c.	4, Jewin-street, Aldersgate-street.	26 June	10	315	20,000	2,000	315	5 - -	1,185 - -	10	Still in operation.
4,378	Dalbeattie and Kirkconnell Granite Company (Limited).	Quarrying for granite at Kirkcudbright, Scotland.	82, Old Broad-street, E.C.	27 June	7	7	120,000	12,000	7	No return	No return -	7	Supposed to be still in operation.
4,379	University Company (Limited), now called the Alexandra College Company (Limited).	Founding colleges for the promotion of education.	137, Strand - - -	27 June	7	14	50,000	10,000	14	5 - -	70 - -	7	Still in operation.
4,380	Barned's Banking Company (Limited).	Banking generally - - -	9, Lord-street, Liverpool	27 June	7	350	2,000,000	40,000	350	No return	No return -	7	Being wound up.
4,381	Stow-on-the-Wold George Hotel Company (Limited).	Purchasing and carrying on the George Hotel, Stow-on-the-Wold.	Brooks & Son, solicitors, Stow-on-the-Wold, Gloucestershire.	23 June	7	120	4,000	800	120	- ditto -	- ditto -	7	Supposed to be still in operation.
4,382	Albert Veterinary College (Limited).	Establishing veterinary colleges -	Royal-hill, Queen's-road, Bayswater.	29 June	7	70	75,000	3,000	70	- ditto -	- ditto -	7	- ditto.
4,383	Queensland Credit Association (Limited).	Agency of all kinds, especially in connection with Queensland.	Not stated - - -	29 June	7	1,300	250,000	25,000	1,300	- ditto -	- ditto -	7	- ditto.
4,384	East Alderley Edge Mine (Limited).	Acquiring and working the East Alderley Mine at Chester.	Aldine Chambers, 61, Princes-st., Manchester.	29 June	7	70	6,000	1,200	70	- ditto -	- ditto -	7	- ditto.
4,385	Engineering and Cotton Machinery Company of Alexandria (Limited).	Manufacturing machinery at Alexandria, in Egypt.	Not stated - - -	29 June	7	140	50,000	500	140	- ditto -	- ditto -	7	- ditto.
4,386	Belgrave Mansions Company (Limited).	Establishing and constructing an hotel meublé at Grosvenor-gardens, Pimlico.	15, Parliament-street, Westminster.	30 June	7	465	105,000	5,250	465	- ditto -	- ditto -	7	- ditto.
4,387	Trelech Mines Company (Limited).	Purchasing and working certain mines in the county of Carmarthen.	Not stated - - -	30 June	7	100	10,000	500	100	- ditto -	- ditto -	7	- ditto.
4,388	General Brick and Land Company (Limited).	Purchasing and leasing land for the purpose of carrying on the business of brickmakers and workers of clay.	66, Bishopsgate - street Within.	30 June	7	7	50,000	2,000	7	- ditto -	- ditto -	7	- ditto.
4,389	Austin Consolidated Silver Mines.	Purchasing and working certain silver mines near the City of Austin, State of Nevada, United States.	Not stated - - -	30 June	7	210	100,000	20,000	210	- ditto -	- ditto -	7	- ditto.
4,390	Samuel Barston & Company (Limited).	Acquiring and carrying on the business of Samuel Barston, Cliff House Iron Works, West Hartlepool.	9, Bush-lane, London -	30 June	7	80	150,000	7,500	80	- ditto -	- ditto -	7	- ditto.
4,391	Trincomalee Company (Limited)	Erecting in the Harbour of Trincomalee of an hydraulic lift, and other apparatus, for the raising of vessels, &c.	21, Birchin-lane, E.C. -	1 July	7	7	75,000	7,500	7	- ditto -	- ditto -	7	- ditto.
4,392	Cricklewood and Kilburn Gas Company (Limited).	Supplying Cricklewood and Kilburn and neighbourhood with gas.	27, Leadenhall-street, E.C.	1 July	7	137	10,000	2,000	137	- ditto -	- ditto -	7	- ditto.
4,393	Dallam Forge Company (Limited).	Carrying on the business of engineers, millwrights, ironfounders, &c.	Dallam Iron Works, Dallam-lane, Warrington.	1 July	7	4,630	125,000	6,250	4,630	10 - -	46,300 - -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,394	General Stationery and Printing Company (Limited).	Stationers and printers - -	5, Queen-square, Westminster.	1 July	7	7	30,000	3,000	7	No return	No return -	7	Supposed to be still in operation.
4,395	Montezuma Gold Mining Company (Limited).	Purchasing and working certain mines in the county of El Dorado, State of California.	54, George-street, Manchester.	1 July	7	370	10,000	1,000	370	- ditto -	- ditto -	7	- ditto.
4,396	Hop and Malt Exchange and Warehouse Company (Limited).	Purchasing certain plots of land in the borough of Southwark, Surrey, and erecting a hop exchange, &c.	8, Southwark Chambers, Southwark.	1 July	7	175	120,000	12,000	175	- ditto -	- ditto -	7	- ditto.
4,397	Cumberland Iron Mining and Smelting Company (Limited).	Exploring for working and raising of iron ore and other minerals, &c.	52, Queen-street, Whitehaven, Cumberland.	3 July	7	700	50,000	5,000	700	- ditto -	- ditto -	7	- ditto.
4,398	Balngate Silk Yarn Works (Limited).	Purchasing and carrying on the business of C. F. Jessen & Company, patent silk spinners.	Robert Town, near Normanton, York.	3 July	7	16	50,000	5,000	16	- ditto -	- ditto -	7	- ditto.
4,399	International Wool Company (Limited).	Wool merchants, brokers, and bankers.	Not stated - - -	3 July	7	175	1,000,000	50,000	175	- ditto -	- ditto -	7	- ditto.
4,400	Marple Gas Company (Limited).	Manufacturing and selling gas -	Canal Buildings, Marple, Chester.	4 July	22	125	2,000	400	325	3 - -	991 - -	39	Still in operation.
4,401	West India Company (Limited).	Trading with the West Indian Colonies.	Not stated - - -	5 July	7	7	2,000	200	7	No return	No return -	7	Supposed to be still in operation.
4,402	Trecastle Coal and Iron Company (Limited).	Purchasing the Trecastle farm and land, situate in Llanharry, county Glamorgan, working and selling coal, iron, &c.	5, Sherborne-lane, King William-street.	6 July	7	7	30,000	3,000	7	- ditto -	- ditto -	7	- ditto.
4,403	Sulphur and Copper Company of Andalusia (Limited).	Purchasing and working the Lagunazo sulphur, copper, and other mines in the province of Huelva, Spain.	Not stated - - -	6 July	7	610	50,000	25,000	610	- ditto -	- ditto -	7	- ditto.
4,404	Somervell Brothers (Limited) -	Acquiring and carrying on the business of Somervell Brothers, leather merchants at Kendal, Westmorland.	Netterfield, Kendal -	6 July	7	28,000	160,000	40,000	40,000	1*l.* on 15,000*l.* 2*l.* on 25,000*l.*	65,000 - -	165	Still in operation.
4,405	British and Foreign Moulded Collar Company (Limited).	The purchase or licence of patented inventions relating to paper, or cloth lined paper collars, &c.	32, Hound's-gate, Nottingham.	6 July	7	7	100,000	5,000	7	No return	No return -	7	Supposed to be still in operation.
4,406	Truswell's Brewery Company (Limited).	Acquiring and working a brewery in Sheffield, called "The Old Brewery," and carrying on the businesses of brewers, maltsters, &c.	Not stated - - -	7 July	8	1,605	150,000	7,500	1,605	- ditto -	- ditto -	8	- ditto.
4,407	Warehouse Property Company (Limited.)	Purchasing certain plots of land in Manchester for building warehouses, &c.	Not stated - - -	7 July	7	150	100,000	1,000	150	- ditto -	- ditto -	7	- ditto.
4,408	Milford Proprietory College Company (Limited).	Establishing and conducting at Milford Haven a proprietory college.	28, Dartmouth-street, Milford, Pembroke.	11 July	7	29	4,000	200	29	- ditto -	- ditto -	7	- ditto.

4,411	Roumanian Petroleum Company (Limited).	Acquiring and purchasing, for working and giving full effect to, concessions and grants for obtaining petroleum, &c.	Not stated - - -	12 July	7	7	150,000	15,000	7	- ditto -	- ditto -	7	Supposed to be still in operation.
4,412	Petersfield Corn Exchange Company (Limited).	Constructing and carrying on at Petersfield, an exchange for the sale of corn and other agricultural produce.	The Square, Petersfield, Hants.	12 July	19	107	3,000	600	30 354	5 - - 3 10 -	1,051 10 -	52	Still in operation.
4,413	Delhi and London Bank (Limited).	Banking generally in England, British India, and elsewhere.	76, King William-street, City.	13 July	7	597	1,000,000	20,000	11,926	25 - -	298,150 - -	229	- ditto.
4,414	Stratford Music Hall Company (Limited).	Erecting and conducting a music hall in High-street, Stratford, and carrying on the business of tavern keepers.	Not stated - - -	13 July	7	8	5,000	2,000	8	No return	No return -	7	Supposed to be still in operation.
4,415	Ham-street Village Hall Company (Limited).	Erecting a public company hall in Ham-street, Orlestone, Kent.	J. Wighesworth, Ham-street, Orlestone, Kent.	13 July	7	56	300	300	56	- ditto -	- ditto -	7	- ditto.
4,416	Mercantile Alliance (Limited)	Trade protection generally - -	17, Ironmonger-lane, City	14 July	7	7	25,000	5,000	7	- ditto -	- ditto -	7	- ditto.
4,417	Derby Improvement and Hotel Company (Limited).	To form streets at Markeaton Brook Course, and carry on the business of hotel and tavern keepers.	15A, Wardwick, Derby -	14 July	7	435	50,000	5,000	435	- ditto -	- ditto -	7	- ditto.
4,418	National Horse Insurance Company (Limited).	Insurance of horses against death and risks of whatever kind -	10, Poultry, E. C. -	14 July	7	12	2,000	400	12	- ditto -	- ditto -	7	Being wound up.
4,419	Thames Patent Wood-cutting Company (Limited).	Steam sawmills - - -	Lett's Wharf, Commercial-road, Lambeth.	17 July	7	795	100,000	10,000	795	- ditto -	- ditto -	7	Supposed to be still in operation.
4,420	Kegworth Gas Light and Coke Company (Limited).	Supplying Kegworth, in the county of Leicester, with gas, coke, &c.	Mr. J. Stubbs, Nottingham-road, Kegworth.	17 July	7	60	2,000	400	60	- ditto -	- ditto -	7	- ditto.
4,421	Nickel and Cobalt Company (Limited).	Purchase and sale of nickel and cobalt ores, &c.	Abchurch Chambers, Abchurch-yard, London.	17 July	8	1,160	50,000	10,000	1,160	- ditto -	- ditto -	8	- ditto.
4,422	St. Cuthbert's Chemical Company (Limited).	To purchase and work certain patents for improvements in the manufacture of soda and sulphuric acid.	South Shields, Durham -	18 July	8	1,650	30,000	3,000	1,650	- ditto -	- ditto -	8	- ditto.
4,423	Birmingham Vulcan Foundry, Engineering and Railway Plant Company (Limited).	To carry on the business of engineers and manufacturers of railway plant.	Bridge-street, West Summer-lane, corner of Hospital-street, Birmingham.	18 July	7	240	100,000	5,000	240	- ditto -	- ditto -	7	- ditto.
4,424	Anglo-Greek Steam Navigation and Trading Company (Limited).	To establish steam communication between Great Britain, France, Italy, Sicily, and the Levant.	9, Fenchurch-street -	19 July	7	175	750,000	30,000	175	- ditto -	- ditto -	7	- ditto.
4,425	Hampstead Brewery Company (Limited).	To purchase and carry on the brewery of Mr. J. T. Hawkins, of Hampstead.	10, High-street, Hampstead.	20 July	7	155	30,000	3,000	1,116	3 - -	2,750 - -	81	Still in operation.
4,426	Lancashire Brickmaking Company (Limited).	Brickmaking - - - -	Not stated - - -	20 July	7	23	30,000	3,000	23	No return	No return -	7	Supposed to be still in operation.
4,427	North of Europe Land and Mining Company (Limited).	To acquire lands, fisheries, mines, &c. and to improve and carry on the same.	4, Trafalgar-square, Westminster.	21 July	8	480	48,000	480	480	- ditto -	- ditto -	8	- ditto.
4,428	Palmer's Shipbuilding and Iron Company (Limited).	To purchase and carry on the shipbuilding, engineering, &c. business of C. M. Palmer, of Jarrow and elsewhere, in the counties of Durham and Northumberland.	44, Eastcheap, London -	21 July	7	3,630	2,000,000	40,000	3,630	- ditto -	- ditto -	7	- ditto.
4,429	Holywell Level Silver Lead Mining Company (Limited).	Lead mining at Holywell, Flintshire.	Holway, near Holywell, Flint.	22 July	7	2,800	58,000	2,900	2,800	- ditto -	- ditto -	7	- ditto.
4,430	Hodge's Distillery Company (Limited).	To purchase and carry on the distillery business of Messrs. Hodges & Co., of Lambeth.	Church-street, Lambeth	24 July	7	350	200,000	8,000	350	- ditto -	- ditto -	7	- ditto.
4,431	Menai Park and Hotel Company (Limited).	To build and carry on an hotel near the Menai Straits, in the county of Carnarvon.	2, Westminster Chambers, Victoria-street, Westminster.	24 July	7	300	70,000	7,000	300	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,432	Maida Vale Investment and Advance Company (Limited.)	Money lending - - -	7, Lyon-terrace, Maida-hill, Paddington.	24 July	7	24	10,000	2,000	24	No return	No return -	7	Supposed to be still in operation.
4,433	Llanelly Iron and Tin Plate Company (Limited).	Manufacturing iron and tin plates, &c.	4 and 5, Brown's-buildings, Liverpool.	25 July	7	45	100,000	4,000	45	- ditto -	- ditto -	7	- ditto.
4,434	San Francisco and Atlantic Railway Company (Limited).	To make a railway from the port of San Francisco to the town of Roseville, in California.	15, Tokenhouse-yard, E.C.	25 July	7	350	4,000,000	200,000	350	- ditto -	- ditto -	7	- ditto.
4,435	M'Queen Brothers (Limited) -	To acquire and carry on the business of plate printers, now carried on by the firm of M'Queen Brothers.	184, Tottenham Court-road.	26 July	7	350	150,000	15,000	350	- ditto -	- ditto -	7	- ditto.
4,436	Courtenay Slate and Slab Company (Limited).	Slate quarrying in Devonshire -	114, Gresham-house, London, E. C.	26 July	7	210	10,000	10,000	210	- ditto -	- ditto -	7	- ditto.
4,437	Frith Colliery Company (Limited).	Working the Frith collieries in North Wales.	3, Great St. Helen's, E.C.	26 July	7	1,000	10,000	1,000	1,000	- ditto -	- ditto -	7	- ditto.
4,438	Looe Gas and Coke Consumers' Company (Limited).	Supplying Looe, in the county of Cornwall, with gas.	East Looe, Cornwall -	26 July	11	77	2,000	400	77	- ditto -	- ditto -	11	- ditto.
4,439	London and Northern Insurance Corporation (Limited).	Life and fire assurance, annuity, guarantee, and loan.	74, Cannon-street, London	26 July	7	115	250,000	50,000	115	- ditto -	- ditto -	7	- ditto.
4,440	International Sugar Refineries Company (Limited).	Sugar refiners and sugar merchants	Not stated - - -	26 July	7	14	1,000,000	50,000	14	- ditto -	- ditto -	7	- ditto.
4,441	General Estates Company (Limited).	Purchasing land, building thereon, and improving, letting, or selling same.	Not stated - - -	27 July	7	175	250,000	12,500	175	- ditto -	- ditto -	7	- ditto.
4,442	Canadian Washing Machine and Agricultural Implement Company (Limited).	Manufacturing and vending washing machines and agricultural and other implements.	2, Foregate-street, Worcester.	28 July	8	450	10,000	1,000	450	- ditto -	- ditto -	8	- ditto.
4,443	Provident Clerks' and General Guarantee Association (Limited).	Guarantee association - -	15, Moorgate-street, E.C.	28 July	11	220	50,000	5,000	220	- ditto -	- ditto -	11	- ditto.
4,444	Great Grimsby Working Men's Building Company (Limited).	Building society - - -	140, Church-street, Great Grimsby.	29 July	7	70	10,000	1,000	70	- ditto -	- ditto -	7	- ditto.
4,445	Bradford Cotton, Woollen, and Worsted Company (Limited).	Buying and selling cotton, wool, and silk, and manufacturing and selling articles made of the same.	Not stated - - -	29 July	7	105	1,000	100	105	- ditto -	- ditto -	7	- ditto.
4,446	Curzon Exhibition Hall Company (Limited).	To provide the town of Birmingham with a suitable place for holding exhibitions, &c.	Not stated - - -	29 July	7	110	15,000	1,500	110	- ditto -	- ditto -	7	- ditto.
4,447	Thomas Adams & Company (Limited).	Lace manufacturers - - -	Stoney-street, Nottingham.	29 July	7	11,200	360,000	18,000	11,200	- ditto -	- ditto -	7	- ditto.
4,448	Sanderson Brothers, Manufacturing Drysaltery Company (Limited).	Manufacturing drysalters - -	5, Crabbery-street, Stafford.	29 July	7	293	12,000	1,200	293	- ditto -	- ditto -	7	- ditto.
4,449	Keswick Hotel Company (Limited).	Acquiring and carrying on hotels at Keswick and elsewhere, in the county of Cumberland.	Keswick Hotel, Station-road, Keswick.	31 July	7	360	30,000	3,000	1,200	5 - -	5,048 - -	54	Still in operation.
4,450	Proprietary Club Company (Li-	To establish a clubhouse for a so-	17, Hanover-square, Lon-	31 July	8	65	7,000	700	65	No return	No return -	8	Supposed to be still in operation.

4,452	London Jute Works (Limited)	Manufacturing jute, hemp, flax, tow, &c.	123, Fenchurch-street, E.C.	1 Aug.	7	400	200,000	20,000	400	- ditto -	- ditto -	7	Supposed to be still in operation.
4,453	Phosphate of Lime Company (Limited).	Working certain mines of phosphate of lime, at Sombrero, in the West Indies.	1, Royal Exchange-buildings, London.	1 Aug.	7	225	300,000	12,000	225	- ditto -	- ditto -	7	- ditto.
4,454	Italian Operas Company (Limited).	To acquire and carry on the two Italian Opera Houses and other theatres, if thought desirable.	Not stated - - -	1 Aug.	7	7	2,000	100	7	- ditto -	- ditto -	7	- ditto.
4,455	Hayward's Heath Gaslight and Coke Company (Limited).	Supplying Hayward's Heath and neighbourhood with gas.	21, Wharf-road, City-road, N.	1 Aug.	13	300	3,000	300	300	- ditto -	- ditto -	13	- ditto.
4,456	London Court Tailors' Company (Limited).	Woollen cloth merchants, tailors, drapers, and outfitters.	6, Castle-street, Liverpool, Lancaster.	2 Aug.	7	50	200,000	2,000	50	- ditto -	- ditto -	7	- ditto.
4,457	Bacup Omnibus Conveyance and Livery Stables Company (Limited).	Coach and omnibus proprietors and job masters.	Church-street, Bridge-end, Bacup, Lancaster.	2 Aug.	7	7	5,000	100	7	- ditto -	- ditto -	7	- ditto.
4,458	Hull Forge Company (Limited)	Manufacturing bar iron, railway axles, and every description of forge work.	Foundry-street, Cannon street, Kingston-upon-Hull.	3 Aug.	7	1,510	20,000	4,000	1,510	- ditto -	- ditto -	7	Being wound up.
4,459	Maritime Credit Company (Limited).	Lending money on the security of ships, cargoes, goods, &c.	Not stated - - -	3 Aug.	7	1,450	1,000,000	50,000	1,450	- ditto -	- ditto -	7	Supposed to be still in operation.
4,460	Brookside Spinning and Manufacturing Company (Limited).	Manufacturing cotton - -	11, Marsden-square, Manchester.	3 Aug.	7	642	20,000	4,000	3,081	2 10 -	7,688 18 9	47	Still in operation.
4,461	Investment Loan and Finance Company (Limited).	Investment, loan, and finance -	12, Clement's-lane, Lombard-street.	3 Aug.	7	100	2,000	1,000	100	No return	No return -	7	Supposed to be still in operation.
4,462	Farmers' Lime and Coal and General Supply Company (Limited).	Dealing in coal, coke, lime, bricks, seeds, and manures.	Welchpool, Montgomery	3 Aug.	7	60	10,000	2,000	60	- ditto -	- ditto -	7	- ditto.
4,463	Castle Mona Company (Limited).	To acquire and carry on the business of the Castle Mona Hotel, at Douglass, in the Isle of Man.	5, St. James's-square, Manchester.	4 Aug.	7	600	25,000	5,000	3,475	2 - -	6,560 - -	40	Still in operation.
4,464	Joseph Dyson & Company (Limited).	Cotton spinning and manufacturing.	Lark Hill Tonge, Prestwick - cum - Oldham, Lancaster.	4 Aug.	7	22	5,000	100	95	45 - -	1,606 - -	40	- ditto.
4,465	Lindholme Estate Improvement Company (Limited).	To purchase, improve, and resell the Lindholme estate, situate at Hatfield Chase, in the counties of York and Lincoln.	21, Gresham-street, London.	4 Aug.	7	360	70,000	3,500	360	No return	No return -	7	Supposed to be still in operation.
4,466	Stratford Flour Mills (Limited)	To acquire and carry on the Stratford flour mills, situate in the parishes of Stroud and Painswick, in the county of Gloucester.	Stratford Flour Mills, near Stroud, Gloucester.	4 Aug.	10	900	40,000	4,000	900	- ditto -	- ditto -	10	- ditto.
4,467	Yokkis Freehold Estate Company (Limited).	The purchase and development of the Yokkis estate in the Grand Duchy of Finland.	16, Northumberland-street, Strand.	4 Aug.	7	600	250,000	25,000	600	- ditto -	- ditto -	7	- ditto.
4,468	London and Lancashire Marine Insurance Company (Limited).	Marine insurance - - -	Not stated - - -	4 Aug.	7	35	1,000,000	50,000	35	- ditto -	- ditto -	7	- ditto.
4,469	John Chadwick & Company (Limited).	To purchase and carry on the business of John Chadwick & Company.	10, Palace-square, Manchester.	5 Aug.	7	210	150,000	7,500	210	- ditto -	- ditto -	7	- ditto.
4,470	Accidental and Marine Insurance Corporation (Limited).	Life, fire, accident, and marine insurance company.	7, Bank-buildings, Old Jewry, London.	5 Aug.	7	700	2,000,000	80,000	700	- ditto -	- ditto -	7	- ditto.
4,471	J. H. Bales & Company (Limited).	Cotton spinners and manufacturers.	Albert Mill, Oakenshaw, near Accrington.	5 Aug.	7	23	30,000	30	23	- ditto -	- ditto -	7	- ditto.
4,472	Chirk Castle Lead Mining Company, 1865 (Limited).	Mining for lead and copper at Chirk Castle, in the county of Denbigh.	"The Ducke" Tiefuant, near Ruabon, Denbigh.	5 Aug.	7	146	3,000	3,000	146	- ditto -	- ditto -	7	- ditto.
4,473	Berkshire Estates Company (Limited.)	Purchasing and reselling land, buildings, or houses in Berkshire and other counties.	5, Market-place, Reading, Berks.	5 Aug.	7	140	100,000	4,000	140	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

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	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,474	Hereford Cottage Improvement Society (Limited).	Purchasing cottages, houses, &c., and improving and letting same.	50, Commercial-street, Hereford.	5 Aug.	8	130	30,000	3,000	130	No return	No return -	8	Supposed to be still in operation.
4,475	Bradford Pattern Card Company (Limited).	Manufacture and sale of pattern cards and books.	Spence's-buildings, Chapel-lane, Bradford.	5 Aug.	8	14	500	100	14	ditto -	ditto - -	8	- ditto.
4,476	Nottingham Joint Stock Bank (Limited).	Banking - - - - -	Low Pavement, Nottingham.	5 Aug.	7	1,600	1,000,000	20,000	9,255	7 10 -	69,362 10 -	286	Still in operation.
4,477	Massa-Carrara Marble Company (Limited).	Quarrying, cutting, and selling marble.	8, Delahay-street, Westminster.	5 Aug.	7	175	140,000	7,000	175	No return	No return -	7	Supposed to be still in operation.
4,478	Charles Manning and Company (Limited).	Tailors, drapers, and habit makers.	65, Cannon-street, E. C.	7 Aug.	8	131	3,000	300	131	ditto -	ditto - -	8	- ditto.
4,479	Jeremiah Morris & Company (Limited), now called Tottington Manufacturing Company (Limited).	Cotton spinners and manufacturers.	5, Princess-street, Manchester.	7 Aug.	7	130	2,000	400	130	ditto -	ditto - -	7	- ditto.
4,480	Swaffham Waterworks Company (Limited).	Supplying Swaffham, in the county of Norfolk, with water.	W. G. Winearles, Castle-acre-street, Swaffham.	7 Aug.	9	180	3,000	600	130	ditto -	ditto - -	9	- ditto.
4,481	P. Melvern Jones & Company (Limited).	Timber merchants, saw mill proprietors, and joiners.	212, Boundary-street, Liverpool.	7 Aug.	7	155	20,000	2,000	155	ditto -	ditto - -	7	- ditto.
4,482	Tasso Brazilian Gold Company (Limited).	Mining in Brazil - - -	6, Coleman-street, E. C.	8 Aug.	7	350	200,000	40,000	350	ditto -	ditto - -	7	- ditto.
4,483	Glyn and Blaentwrch Colliery Company (Limited).	Purchasing and working a certain colliery in the county of Glamorgan.	7, Ludgate-hill, London -	9 Aug.	7	7	20,000	4,000	7	ditto -	ditto - -	7	- ditto.
4,484	Wrexham Tent Company (Limited).	The purchase and hire of marquees and tents.	6, Abbott-street, Wrexham.	9 Aug.	7	7	300	30	7	ditto -	ditto - -	7	- ditto.
4,485	East London Industrial Hall and Museum Company (Limited).	The construction and maintenance of a hall, museum, and other buildings for the use of industrial exhibitions.	2, Cambridge-road, N. E.	9 Aug.	7	100	50,000	50,000	100	ditto -	ditto - -	7	- ditto.
4,486	Belfast and Bangor Railway and Land Company (Limited).	To acquire the whole, or any part of the share capital of the Belfast, Holywood, and Bangor Railway Company, &c.	1, Threadneedle-street, E. C.	9 Aug.	7	700	1,000,000	50,000	700	ditto -	ditto - -	7	- ditto.
4,487	Freeman Newspaper Company (Limited).	Purchasing the copyright of the Freeman's newspaper, and printing and publishing other newspapers.	62, Paternoster-row, London.	11 Aug.	7	34	2,000	200	34	ditto -	ditto - -	7	- ditto.
4,488	Paris Ice Company (Limited) -	Importers and manufacturers of ice in the city of Paris.	83, Lombard-street, London.	11 Aug.	7	35	160,000	32,000	35	ditto -	ditto - -	7	- ditto.
4,489	Tamar and Tavy Steam Ship Company (Limited).	Purchasing or acquiring of ships for the conveyance of passengers and goods.	Millbury Pier, Plymouth	12 Aug.	10	57	5,500	110	57	ditto -	ditto - -	10	- ditto.
4,490	Worcester Coffee Company (Limited).	Purchasing certain estates in Ceylon for the purpose of cultivating coffee, tea, or chin-	70, Cannon-street, West, E. C.	12 Aug.	7	725	80,000	8,000	725	ditto -	ditto - -	7	- ditto.

		same.											
4,492	Chapel-en-le-Frith Waterworks Company (Limited).	Supplying the town of Chapel-en-le-Frith with water.	King's Arms, Chapel-en-le-Frith, Derby.	14 Aug.	13	690	4,000	4,000	694	No return	No return -	13	Supposed to be still in operation.
4,493	Glossop Cotton Manufacturing Company (Limited).	Cotton spinners and manufacturers.	Geo. Woffenden, High-street, Glossop.	14 Aug.	9	70	2,000	400	400	1 - -	395 - -	68	Still in operation.
4,494	Keighley Fleece Mills Company (Limited).	Manufacture and sale of gas -	Fleece Mills, Keighley, York.	14 Aug.	7	49	16,000	160	49	No return	No return -	7	Supposed to be still in operation.
4,495	York House Hotel Company, Bath (Limited).	Purchasing the York House Hotel, Bath, and carrying on the business of hotel and tavern keepers.	York House Hotel, Bath	14 Aug.	7	7	25,000	5,000	7	ditto -	ditto - -	7	- ditto.
4,496	Mersey and Weaver Company (Limited).	Carriers by land and water -	42, Tower - buildings, East Water-street, Liverpool.	15 Aug.	7	700	50,000	5,000	700	ditto -	ditto - -	7	- ditto.
4,497	Liverpool Agricultural Hall Company (Limited).	Providing a building in Liverpool for holding agricultural meetings, exhibitions, &c.	Not stated - - -	15 Aug.	7	390	50,000	10,000	390	ditto -	ditto - -	7	- ditto.
4,498	Velletri and Terracina Railway Company (Limited).	Constructing and maintaining railways and tramways in Italy and the Papal Dominions.	Not stated - - -	15 Aug.	7	61	330,000	11,000	61	ditto -	ditto - -	7	- ditto.
4,499	Imperial Discount and Investment Company (Limited), now called Imperial Land and Investment Company (Limited).	Money lending - - - -	8, Suffolk-lane, E. C. -	15 Aug.	7	360	100,000	20,000	360	ditto -	ditto - -	7	- ditto.
4,500	East London Assurance Company (Limited).	Life, fire, and marine insurances generally.	26, Lombard-street, London.	15 Aug.	7	35	1,000,000	200,000	35	ditto -	ditto - -	7	- ditto.
4,501	Great Northern Brick Company (Limited).	Manufacturers and dealers in bricks at Arlesey, Hitchin, Bedford.	2, Wharf-street, Northern Railway Goods Station, King's-cross.	16 Aug.	7	900	30,000	6,000	900	ditto -	ditto - -	7	- ditto.
4,502	Webb & Company (Limited) -	Buying, selling, and letting for hire sailing barges, lug-boats, and other similar crafts.	25, Lower Shadwell -	16 Aug.	12	240	5,000	500	480	2 10 -	1,180 - -	12	Still in operation.
4,503	Transatlantic Steam Ship Company (Limited).	Steam communication between Southampton and New York.	9 A, New Broad-street, London.	16 Aug.	7	95	800,000	16,000	95	No return	No return -	7	Supposed to be still in operation.
4,504	Anglo-French Mineral Oil Company (Limited).	Mining generally, and the manufacture and sale of mineral oils, &c.	3, Mincing-lane, London	17 Aug.	7	7	100,000	5,000	7	ditto -	ditto - -	7	- ditto.
4,505	Rochford Corn Exchange Company (Limited).	Erecting and maintaining the necessary buildings in West-street, Rochford, for a corn exchange, and other purposes.	West-street, Rochford; Chelmsford.	17 Aug.	7	35	1,000	200	35	ditto -	ditto - -	7	- ditto.
4,506	Lisburne Consols (Limited) -	Leasing and working certain lead and zinc mines in the county of Cardigan.	St. John's-hill, Shrewsbury, Salop.	17 Aug.	7	100	30,000	3,000	100	ditto -	ditto - -	7	- ditto.
4,507	London, Liverpool, and Paris Steam Ship Company (Limited).	Conveyance of passengers, goods, &c., between the port of London and Liverpool, and between certain ports in France.	Not stated - - -	18 Aug.	7	7	2,000	400	7	ditto -	ditto - -	7	- ditto.
4,508	Dukinfield Hall Spinning Company (Limited).	Cotton spinners and weavers -	Not stated - - -	18 Aug.	7	180	9,000	180	180	ditto -	ditto - -	7	- ditto.
4,509	Turkish, &c., Baths and Laundry Company (Limited).	Establishing Turkish and other baths and laundries.	79, City-road, St. Luke's	19 Aug.	7	7	4,500	1,500	7	ditto -	ditto - -	7	- ditto.
4,510	Cashwell Lead Mining Company (Limited).	Working the Cashwell Lead Mine, situate at Alston, Cumberland, and dressing and selling the lead ore raised therefrom.	25, Pilgrim-street, Newcastle-upon-Tyne.	19 Aug.	27	6,400	19,200	6,400	6,400	ditto -	ditto - -	27	- ditto.

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				1865:			£.			£. s. d.	£. s. d.		
	In England—*continued*.												
4,511	Eagle Iron Works (Hollinswood) Company (Limited).	Purchasing from Messrs. Onions, Shepperd & Co., the Eagle Iron Works, and carrying on the business of iron founders.	Hollinswood, near Wellington, Salop.	21 Aug.	9	100	35,000	350	320	100 – –	32,000 – –	53	Still in operation.
4,512	Norton Iron Company (Limited).	Purchasing and carrying on certain iron works at Norton, Stockton-on-Tees.	Norton, near Stockton-on-Tees.	21 Aug.	7	161	100,000	1,000	161	No return	No return -	7	Supposed to be still in operation.
4,513	South Wales Glass Bottle Company (Limited).	Purchasing and carrying on the Cambrian Glass Bottle Works at Longhor, South Wales.	3, Brabant-court, Philpot-lane, London.	21 Aug.	7	220	20,000	4,000	220	ditto -	- ditto -	7	- ditto.
4,514	Haswell, Shotton, and Easington Coal and Coke Company (Limited).	Purchasing and carrying on the business of the Haswell Coal Company.	39, Grey-street, Newcastle-on-Tyne.	22 Aug.	10	180	250,000	500	500	100 – –	139,569 – –	33	Still in operation.
4,515	Spencer's Patent Non conducting Composition and Cement Company (Limited).	Purchasing certain patents granted to James Spence for non conducting compositions for coating metallic and other surfaces, and working the same.	19, Buckingham-street, Strand.	22 Aug.	9	150	50,000	5,000	{ 760 1,113	{ 10 – – 3 – – }	10,524 – –	57	- ditto.
4,516	Groby Granite Company (Limited).	Purchasing and working certain stone quarries at Groby, Leicester.	Millstone-lane, Leicester	22 Aug.	7	140	10,000	1,000	525	5 – –	2,625 – –	29	- ditto.
4,517	Petroleum Company of Hanover (Limited).	Purchasing certain mineral rights and concessions in the Kingdom of Hanover, searching for and refining petroleum, coal, and other minerals.	12, Pancras-lane, Queenstreet, E. C.	23 Aug.	7	3,790	360,000	36,000	3,790	No return	No return -	7	Supposed to be still in operation.
4,518	Dawley Market Hall Company (Limited).	Erecting a building to be used as a market hall, &c.	High-street, Dawley, Salop.	23 Aug.	7	700	5,000	5,000	700	ditto -	- ditto -	7	- ditto.
4,519	Warrington Baths Company (Limited).	Purchasing certain lands in the borough of Warrington, and constructing thereon swimming and other baths.	1, Union-street, Warrington, Lancaster.	23 Aug.	7	155	2,000	1,000	155	ditto -	- ditto -	7	- ditto.
4,520	Leigh Mineral Oil Company (Limited).	Oil refiners - - - -	Not stated - - -	24 Aug.	7	362	10,000	2,000	362	ditto -	- ditto -	7	- ditto.
4,521	Patent Ferrule Company (Limited).	Manufacture of patent boiler tube ferrules, ships' thimbles, and general ships' ironmongery.	Sheepcote-street, Birmingham.	24 Aug.	11	407	10,000	1,000	407	ditto -	- ditto -	11	- ditto.
4,522	Bottle Envelope Factory (Limited).	Manufacturing, importing, buying and selling, and generally dealing in bottle and jar envelopes, &c.	57, New Weston-street, Bermondsey.	25 Aug.	7	420	9,000	3,000	420	ditto -	- ditto -	7	- ditto.
4,523	Metropolitan Railway Warehousing Company (Limited).	Buying and selling land in the neighbourhood of Holborn Valley, and acting generally as wharfingers, carriers, and warehousemen.	17, Duke-street, Westminster.	25 Aug.	7	160	600,000	30,000	15,111	4 – –	30,222 – –	283	Still in operation.
			Hexford Iron Works,	26 Aug.	7	1,552	120,000	6,000	1,552	No return	No return -	7	Supposed to be still

4,526	Singapore Pier Company (Limited).	Constructing and maintaining piers, wharves, warehouses, and workshops at Singapore.	12, North-street, Westminster.	28 Aug.	7	7	200,000	20,000	7	ditto	ditto	7	ditto.
4,527	Whitworth Vale Coach Company (Limited).	Coach and omnibus proprietors at Rochdale.	Facit, near Whitworth -	29 Aug.	15	89	10,000	10,000	89	ditto -	- ditto -	15	- ditto.
4,528	Mold Consolidated Lead Mining Company (Limited).	Lead mining in North Wales -	Lower Bridge-street, Chester.	29 Aug.	7	255	60,000	6,000	{ 697 / 550	{ 5 – – / 7 – –	{ 6,328 – –	33	Still in operation.
4,529	Birkenhead Amalgamated Brewery Company (Limited).	Common brewers - - -	14, Water-street, Liverpool.	29 Aug.	8	4,100	300,000	15,000	14,587	3 – –	42,266 – –	182	- ditto.
4,530	Patent Fibre Paper Mills Company (Limited).	Paper manufacturers - -	Carlton-buildings, Cooper-street, Manchester.	30 Aug.	7	158	40,000	2,000	158	No return	No return -	7	Supposed to be still in operation.
4,531	Dollar Recovery Company (Limited).	Recovering dollars and other treasure wrecked on the coast of Cornwall.	Westbury Villa, Talfourd-road, Camberwell.	30 Aug.	7	7	2,000	2,000	7	ditto -	- ditto -	7	- ditto.
4,532	London Barge Building and Lighterage Company (Limited).	Barge and boat builders - -	7, Little Tower-street, E.C.	30 Aug.	7	65	100,000	5,000	65	ditto -	- ditto -	7	- ditto.
4,533	Wolverhampton Victoria Chain and Anchor Testing Company (Limited).	Erecting and maintaining a proving establishment with apparatus and machinery for testing anchors and chain cables.	Monmore-green, Wolverhampton.	30 Aug.	8	120	2,500	250	120	ditto -	- ditto -	8	- ditto.
4,534	Liverpool Oil-seed Crushing Company (Limited).	Oil-seed crushers and oil refiners	Not stated - - -	31 Aug.	7	315	100,000	5,000	315	ditto -	- ditto -	7	- ditto.
4,535	Deep Level and Halkin Mining Company (Limited).	Mining generally, in the county of Flint.	Not stated - - -	31 Aug.	7	339	43,100	431	339	ditto -	- ditto -	7	- ditto.
4,536	Matella Coffee Estates Company of Ceylon (Limited).	Planting and cultivating coffee in the island of Ceylon.	Not stated - - -	31 Aug.	7	7	60,000	6,000	7	ditto -	- ditto -	7	- ditto.
4,537	St. Saviour's Wharf Company (Limited).	Wharfingers and custom-house agents.	Not stated - - -	31 Aug.	7	7	150,000	5,000	7	ditto -	- ditto -	7	- ditto.
4,538	Redlands Estate Company (Limited).	Purchasing, selling, and letting the Redlands Farm estate, at Reading, Berks.	22, Market-place, Reading, Berks.	31 Aug.	7	430	80,000	8,000	430	ditto -	- ditto -	7	- ditto.
4,539	Ashford Gas and Coke Company (Limited).	Supplying the town of Ashford and neighbourhood with gas, coal, coke, tar, and lime.	Not stated - - -	1 Sept.	8	250	20,000	2,000	250	ditto -	- ditto -	8	- ditto.
4,540	London and Jersey Shipbuilding Company (Limited).	Shipbuilding generally - -	69, Lombard-street, City	1 Sept	8	36	100,000	10,000	36	ditto -	- ditto -	8	- ditto.
4,541	Thames Oil Company (Limited).	Oil manufacturers - -	155, Fenchurch-street, E. C.	1 Sept.	7	16	10,000	1,000	16	ditto -	- ditto -	7	- ditto.
4,542	Cefu Madoj Slate Slab Company (Limited).	Mining and quarrying in the county of Carnarvon.	26, Corporation-street, Manchester.	2 Sept.	7	350	10,000	2,000	350	ditto -	- ditto -	7	- ditto.
4,543	Great Mona Mining Company (Limited).	Purchasing and working certain mines in the Isle of Man.	17, Cross-street, Manchester.	4 Sept.	7	135	25,000	5,000	{ 1,200 / 1,300	{ 5 – – / 2 10 –	{ 8,115 – –	53	Still in operation.
4,544	Credit Foncier and Mobilier Suisse Company (Limited).	Lending money, and assisting agricultural enterprise.	Not stated - - -	4 Sept.	7	43	100,000	5,000	43	No return	No return -	7	Supposed to be still in operation.
4,545	London (City) Baths, Laundries, and Dwellings Company (Limited).	Purchasing certain buildings in Golden-lane, Barbican, and erecting public baths, dwellings, &c. for the labouring classes.	100 to 106, Golden-lane, St. Luke's, Finsbury.	4 Sept.	7	7	50,000	5,000	7	ditto -	- ditto -	7	- ditto.
4,546	Marble and Stone Company of Ireland (Limited).	Purchasing and working certain stone quarries in Ireland.	7, Pope's Head Alley, Lombard-street, London.	4 Sept.	8	115	150,000	15,000	115	ditto -	- ditto -	8	Being wound up.
4,547	Bury's & Co. (Limited) -	Purchasing and carrying on the business of Bury's & Co., steel manufacturers at Sheffield.	Not stated - - -	4 Sept.	7	430	120,000	6,000	430	ditto -	- ditto -	7	Supposed to be still in operation.
4,548	Mold Mineral Oil Company (Limited).	Manufacturing, refining, and selling oil.	2, Church-lane, Mold, Flintshire.	4 Sept.	7	160	10,000	1,000	180	10 – –	1,760 – –	8	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,549	London, Brazilian, and Maná Bank (Limited).	Banking generally - - -	2, Old Broad-street, London.	5 Sept.	7	700	5,000,000	250,000	700	No return	No return -	7	Supposed to be still in operation.
4,550	International Agricultural Credit Bank (Limited).	Lending money for agricultural purposes, and banking generally.	30, King-street, Cheapside, London.	5 Sept.	7	280	4,000,000	400,000	280	ditto -	- ditto -	7	- ditto.
4,551	Red Hematite Iron Ore Company (Lonsdale Mines) (Limited).	Iron ore, and general mine proprietors and dealers in iron and other ore and minerals.	60, South Castle-street, Liverpool.	6 Sept.	7	235	20,000	4,000	235	ditto -	- ditto -	7	- ditto.
4,552	Elland Joint Stock Corn Mill Company (Limited).	Millers, corn merchants, and mealmen.	Elland, Halifax, Yorkshire.	6 Sept.	7	130	6,000	6,000	130	ditto -	- ditto -	7	Being wound up.
4,553	Bristol Printing Company (Limited).	Printing, bookbinding, engravers, and lithographers.	Exchange, Bristol - -	6 Sept.	7	155	3,000	600	155	ditto -	- ditto -	7	Supposed to be still in operation.
4,554	Channel Steam Ship Company (Limited).	Building, purchasing, and selling ships and other vessels, and establishing steam communication between ports in South Wales and Liverpool.	6, Water-street, Liverpool	6 Sept.	7	1,600	240,000	16,000	1,600	ditto -	- ditto -	7	- ditto.
4,555	Umgeni Sugar, Coffee, and Produce Company of Natal (Limited).	Cultivation of sugar and coffee in Natal.	13, Norfolk-street, Pall Mall.	6 Sept.	8	400	40,000	2,000	400	ditto -	- ditto -	8	- ditto.
4,556	Midland Brewery Company (Limited).	Common brewers - - -	Not stated - - -	6 Sept.	7	1,512	50,000	5,000	1,512	ditto -	- ditto -	7	- ditto.
4,557	Blackburn Photographic and Fine Arts Company (Limited).	Carrying on the photographic and fine arts business.	3, Corporation - street, Blackburn.	7 Sept.	8	175	1,200	600	175	ditto -	- ditto -	8	- ditto.
4,558	London Dye-works and Feather Manufacturing Company (Limited).	Manufacturing, buying, and selling feathers, &c., dyeing, cleaning, hotpressing, &c.	22, Golden-square, London.	7 Sept.	7	70	10,000	5,000	900 67 23 32 12	2 - - 1 - - - 10 - - 5 - - Nil -	1,886 10 -	22	Still in operation.
4,559	Much Hadham Gas Company (Limited).	Erection of gas works, and sale of the products.	Much Hadham, Herts -	7 Sept.	7	65	1,500	300	156	2 - -	208 - -	24	- ditto.
4,560	Neath New Gas Company (Limited).	Supplying the inhabitants of Neath with gas.	1, Windsor - terrace, Neath, Glamorgan.	7 Sept.	7	370	10,000	5,000	2,715	- 5 -	524 15 -	79	- ditto.
4,561	Dunraven United Collieries Company (Limited).	Purchasing and working certain coal and iron mines in Glamorganshire.	101, Cheapside, E. C. -	9 Sept.	7	7	200,000	8,000	7	No return	No return -	7	Supposed to be still in operation.
4,562	Provincial Union Assurance Company (Limited).	Assurance, loan, and investment company.	101, Fleet-street, London	11 Sept.	7	130	25,000	5,000	130	ditto -	- ditto -	7	- ditto.
4,563	Stourport Gas, Coal and Coke Company (Limited).	Manufacture and sale of gas at Stourport, county of Worcester.	York-street, Stourport, Worcester.	11 Sept.	7	390	5,000	1,000	390	ditto -	- ditto -	7	- ditto.
4,564	Cachar Company (Limited) -	Cultivation and sale of tea in the province of Cachar, East Indies.	62, Bishopsgate - street Within, E. C.	11 Sept.	7	915	500,000	50,000	915	ditto -	- ditto -	7	- ditto.
4,565	Robins & Co. (Limited) -	Purchasing and carrying on the business of Robins & Co., cement manufacturers.	Great Scotland - yard, Whitehall.	11 Sept.	7	7	100,000	5,000	7	ditto -	- ditto -	7	- ditto.
4,566	Dairy Company (Limited) -	Purchasing and carrying on the	Not stated - - -	11 Sept.	7	70	100,000	10,000	0	ditto -	- ditto -	7	- ditto.

		bertson, Kinlochmoriart, Inverness-shire.											
4,568	Oil Company of Wales (Limited).	Manufacturing and refining oil in Wales.	35, Bedford-row, Middlesex.	15 Sept.	7	290	20,000	2,000	725	8 9 6	6,150 – –	19	Still in operation.
4,569	Empire Assurance Corporation (Limited).	Life and fire assurance generally -	27, Gresham-street, London.	16 Sept.	7	175	500,000	50,000	175	No return	No return -	7	Supposed to be still in operation.
4,570	Okehampton Building Company (Limited).	Builders at Okehampton, Devon	East-street, Okehampton, Devon.	16 Sept.	7	125	10,000	1,000	125	ditto -	- ditto -	7	- ditto.
4,571	Zopissa Board and Pipe Company (Limited).	To purchase and make use of a certain invention, called improvements in the manufacture of paper board and pipes, granted to Nicholas Chas. Szeretsney.	Not stated - - -	16 Sept.	7	7	100,000	5,000	7	ditto -	- ditto -	7	- ditto.
4,572	Blaendare Company (Limited)	Miners, smelters, engineers, colliery proprietors, ironfounders, and general contractors.	Blaendare, near Pontypool, Monmouthshire.	16 Sept.	7	810	25,000	2,500	810	ditto -	- ditto -	7	- ditto.
4,573	Cardiganshire Lead Mines Company (Limited).	Purchasing and working certain mines in the county of Cardigan.	4, Allhallows-chambers, London, E. C.	18 Sept.	12	400	12,000	600	530	10 – –	2,650 – –	15	Still in operation.
4,574	Bodmin Waterworks Company (Limited).	Supplying the town of Bodmin with water.	Bodmin, Cornwall -	18 Sept.	7	110	6,000	1,200	110	No return	No return -	7	Supposed to be still in operation.
4,575	"Weekly Advertiser" Newspaper Company (Limited).	Purchasing the copyright and goodwill of the "Weekly Advertiser" Newspaper.	Not stated - - -	18 Sept.	7	70	5,000	1,000	70	ditto -	- ditto -	7	- ditto.
4,576	Crown Slate and Slab Company (Limited).	Quarrying in North Wales -	41, Threadneedle-street, E. C.	18 Sept.	7	467	30,000	6,000	467	ditto -	- ditto -	7	- ditto.
4,577	Towyn Gas-lighting and Coal and Coke Company (Limited).	Supplying the town of Towyn, Merionethshire, and neighbourhood, with gas, coal, and coke.	Corbet - square, Towyn, Merionethshire.	18 Sept.	7	60	1,500	300	60	ditto -	- ditto -	7	- ditto.
4,578	County Cattle Insurance Company (Limited).	Insurance of cattle generally -	Fore-street, Hertford -	18 Sept.	20	360	50,000	5,000	360	ditto -	- ditto -	20	- ditto.
4,579	Radcliffe and Pilkington Banking Company (Limited).	Banking generally - - -	Not stated - - -	19 Sept.	7	285	10,000	2,000	285	ditto -	- ditto -	7	- ditto.
4,580	London, Windsor, and Greenwich Hotels Company (Limited).	Purchasing and acquiring hotels in London, Windsor, and Greenwich, and carrying on the business of hotel and tavern keepers.	29, Nicholas-lane, E. C.	19 Sept.	7	127	250,000	10,000	127	ditto -	- ditto -	7	- ditto.
4,581	Equitable Land and Building Investment Company (Limited).	Buying and selling land in Great Britain and Ireland.	6, Adelphi - chambers, John-street, W. C.	21 Sept.	7	180	200,000	20,000	180	ditto -	- ditto -	7	- ditto.
4,582	Widnes Alkali Company (Limited).	The manufacture and sale of alkali and other chemical products.	Widnes, near Warrington, Lancaster.	21 Sept.	7	905	20,000	2,000	1,555	5 – –	6,737 8 –	30	Still in operation.
4,583	Banbury Cattle Plague Mutual Assurance Company (Limited).	Insurance of cattle against the cattle plague within 12 miles of the Old Church, Banbury.	Not stated - - -	21 Sept.	8	663	48,000	16,000	663	No return	No return -	8	Supposed to be still in operation.
4,584	Anglo-Moravian, Hungarian Junction Railway Company (Limited).	Constructing and working railways in Austria.	90, Cannon-street, London.	22 Sept.	7	815	500,000	25,000	815	ditto -	- ditto -	7	- ditto.
4,585	Bristol Victoria Pottery Company (Limited).	Manufacturing and selling pottery, china, porcelain, and earthenware.	St. Philip's Marsh, Bristol	22 Sept.	7	420	20,000	1,000	386 280	6 10 – 12 – –	5,399 – –	39	Still in operation.
4,586	Edmonton and Tottenham United Club (Limited).	Establishing a club-house in Edmonton or Tottenham.	Fore-street, Edmonton, Middlesex.	22 Sept.	13	40	250	1,000	40	No return	No return -	13	Supposed to be still in operation.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,587	Madame Devy & Company (Limited).	Purchasing and carrying on the business of Madame Devy, milliner and dressmaker.	73, Grosvenor-street, Grosvenor-square, London.	22 Sept.	7	7	25,000	1,000	7	No return	No return -	7	Supposed to be still in operation.
4,588	Garston Land Company (Limited).	Buying and selling land - -	6, Water-street, Liverpool, Lancaster.	23 Sept.	7	340	50,000	5,000	500	30 - -	15,000 - -	9	Still in operation.
4,589	Ambergate, Crich, Bull Bridge, and Fritchley Gas Light and Coke Company (Limited).	Supplying the several townships of Ambergate, Crich, Bull Bridge, and Fritchley with gas, coke, tar, and lime.	Bull Bridge, Crich, Derby	23 Sept.	8	66	3,000	300	66	No return	No return -	8	Supposed to be still in operation.
4,590	Harper Twelvetrees (Limited)	Purchasing and carrying on the business of Mr. Harper Twelvetrees, manufacturing chemist and wholesale drysalter.	Bromley-by-Bow, Middlesex.	25 Sept.	7	4,265	200,000	20,000	4,265	ditto -	- ditto -	7	- ditto.
4,591	Llantrissant Iron and Coal Company (Limited).	Mining generally - - -	18, Coleman-street, E. C.	25 Sept.	7	7	20,000	4,000	7	ditto -	- ditto -	7	- ditto.
4,592	Upper Croesor Slate Quarry Company (Limited).	Quarrying for slate at Croesor Fawr, Llanfrothen, Merioneth.	Hafod Tau-y-Craig, Beddgelert, Merioneth.	25 Sept.	7	16	25,000	50	16	ditto -	- ditto -	7	- ditto.
4,593	Wolverton Market Company (Limited).	Establishing a market near the Wolverton station for the sale of agricultural produce and stock.	Chas. Aveline, Stratford-road, Wolverton, Buckingham.	26 Sept.	12	60	180	60	60	ditto -	- ditto -	12	- ditto.
4,594	Mersey Seed Crushing Company (Limited).	Seed crushers, oil refiners, &c. -	James Samuelson, Esq., 18, Dale-street, Liverpool.	26 Sept.	8	270	30,000	600	270	ditto -	- ditto -	8	- ditto.
4,595	Idle and Windhill Waterworks Company (Limited).	Supplying the town of Idle with water.	Nathan Towell, Town-lane, Idle, Leeds, Yorkshire.	26 Sept.	12	1,450	4,000	4,000	1,450	ditto -	- ditto -	12	- ditto.
4,596	Futicorin Cotton Press Company (Limited).	Buying and selling cotton, general agents, and warehousemen.	4, Cullum-street, City -	26 Sept.	8	8	100,000	100	8	ditto -	- ditto -	8	- ditto.
4,597	Rolling Stock Company of Russia (Limited).	Manufacturing and selling rolling stock in Russia.	Not stated - - -	27 Sept.	8	26	2,000	100	26	ditto -	- ditto -	8	- ditto.
4,598	Allan's Trans-Atlantic Telegraph Company (Limited).	Establishing telegraphic communication between Great Britain and America.	Not stated - - -	27 Sept.	7	350	150,000	15,000	350	ditto -	- ditto -	7	- ditto.
4,599	Richardsons, Denton, Duck & Company (Limited).	Purchasing and carrying on the business of Messrs. Richardson & Sons, and Messrs. Denton, Gray & Co., shipbuilders.	Hartlepool Iron Works, Hartlepool, Durham.	27 Sept.	9	6,300	500,000	10,000	6,300	ditto -	- ditto -	9	- ditto.
4,600	John Vertegans & Company (Limited).	Purchasing and carrying on the business of John Vertegans, of Hulme, ironmonger.	166, Stretford-road, Hulme, Manchester.	28 Sept.	9	59	25,000	5,000	59	ditto -	- ditto -	9	- ditto.
4,601	London and Australian Agency Company (Limited).	Lending money - - -	5, Finsbury-place, South	28 Sept.	7	7,850	1,000,000	50,000	7,850	ditto -	- ditto -	7	- ditto.
4,602	Industrial Newspaper Company (Limited).	Newspaper printers and publishers	18, Bouverie-street, Fleet-street.	29 Sept.	11	23	5,000	5,000	23	ditto -	- ditto -	11	- ditto.
4,603	United Finance, Mortgage, and	Valuers and general commission	102, Fleet-street, London	29 Sept.	7	1,000	250,000	25,000	1,000	ditto -	- ditto -	7	- ditto.

		manufacturer and refiner of coal oil and other oils.											
4,605	Pas De Calais Railways Company (Limited).	Purchasing certain concessions for the construction and working railways in the Empire of France.	Not stated - - -	29 Sept.	7	70	640,000	32,000	70	No return	No return -	7	Supposed to be still in operation.
4,606	Gales' Protected Gunpowder Company (Limited).	Purchasing and working Mr. Gales' English patents for rendering gunpowder non-explosive.	5, Westminster Chambers, Victoria-street.	29 Sept.	7	140	200,000	8,000	140	- ditto -	- ditto -	7	- ditto.
4,607	Bolton Carriage Company (Limited).	Coach proprietors - - -	Bow-street, Bolton-le-Moors, Lancaster.	30 Sept.	7	46	2,000	1,000	46	- ditto -	- ditto -	7	- ditto.
4,608	Ismit (Ottoman) Forest Company (Limited).	Purchasing a certain concession granted by the Sultan of Turkey for cutting and working the valuable woods in the forest of Ismit.	8, Finch-lane, Cornhill -	30 Sept.	7	35	160,000	16,000	35	- ditto -	- ditto -	7	- ditto.
4,609	Vallango Slate and Slab Quarry Company (Limited).	Mining and quarrying at Vallango, Portugal.	3, St. Martin's-place, Trafalgar-square, Westminster.	2 Oct.	7	70	20,000	1,000	70	- ditto -	- ditto -	7	- ditto.
4,610	Rochdale Cattle Transfer Company (Limited).	Conveyance of cattle and live stock from Manchester to Rochdale.	98, Drake-street, Rochdale, Lancaster.	2 Oct.	7	25	300	100	40	- 2 6	5,100 - -	11	Still in operation.
4,611	Shipston-on-Stour Cattle Plague Insurance Company (Limited).	Mutual insurance of members' cattle.	Shipston-on-Stour, Worcester.	2 Oct.	8	As this Company is limited by guarantee, it has no capital to which these headings apply.						7	Supposed to be still in operation.
4,612	West London Foresters' Hall and Institute Company (Limited).	Building and establishing working men's clubs.	Not stated - - -	3 Oct.	7	34	1,000	1,000	34	No return	No return -	7	- ditto.
4,613	Folkestone Mutual Marine Assurance Association (Limited).	Insurance of ships belonging to members of the company.	2, Albert Buildings, Dover-street, Folkestone.	3 Oct.	7	As this Company is limited by guarantee, it has no capital to which these headings apply.						7	- ditto.
4,614	Oldham, Middleton, and Rochdale Coal Company (Limited).	The purchase and working of coal mines in the neighbourhood of Oldham, Middleton, and Rochdale.	Colliery Office, Edge-lane, Royton, near Oldham, Lancaster.	4 Oct.	16	4,924	300,000	6,000	4,924	No return	No return -	16	- ditto.
4,615	Robert Corkling & Company (Limited).	Purchasing and carrying on the business of Robert Corkling, of Manchester.	1, Exchange Arcade, Manchester.	4 Oct.	7	220	500,000	500	220	- ditto -	- ditto -	7	- ditto.
4,616	Skidmore's Arts Manufactures and Constructive Iron Company (Limited).	Purchasing and carrying on the business of Skidmore's Art Manufactures Company (Limited), of Coventry.	Raglan-street, Coventry -	4 Oct.	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
4,617	National Poultry Company (Limited).	Poulterers and greengrocers -	The Poultry Farm, Bromley.	5 Oct.	7	70	25,000	2,500	70	- ditto -	- ditto -	7	- ditto.
4,618	Import and Export Fresh Provision Company (Limited).	Provision merchants - - -	Abchurch Chambers, Abchurch-lane.	5 Oct.	7	50	100,000	1,000	50	- ditto -	- ditto -	7	- ditto.
4,619	Felton Gas Company (Limited)	Supplying the town of Felton, Northumberland, with gas and coke.	Felton, Northumberland	6 Oct.	7	61	1,200	240	61	- ditto -	- ditto -	7	- ditto.
4,620	Merchants' Company (Limited)	General merchants - - -	Not stated - - -	6 Oct.	7	1,020	500,000	20,000	1,020	- ditto -	- ditto -	7	- ditto.
4,621	Chontales Gold and Silver Mining Company (Limited).	Mining generally - - -	185, Gresham House, Old Broad-street.	6 Oct.	7	700	150,000	30,000	700	- ditto -	- ditto -	7	- ditto.
4,622	Liverpool Ship Building Company (Limited).	Purchasing and carrying on the business of Jones, Quiggin, & Co., shipbuilders.	18, Sefton-street, Liverpool.	7 Oct.	7	2,300	300,000	30,000	2,300	- ditto -	- ditto -	7	- ditto.
4,623	Edward Miall & Company (Limited).	Purchasing and carrying on the business of E. Miall & Co., cabinet makers, at Oshawa, Ontario, Canada.	47, Hanging Ditch, Manchester.	7 Oct.	7	177	20,000	1,000	177	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1865:			£.			£. s. d.	£. s. d.		
4,624	Lily Quarries Slate and Slab Company (Limited).	Slate quarrying - - -	18, New Bridge-street, E.C.	9 Oct.	7	87	15,000	3,000	87	No return	No return -	7	Supposed to be still in operation.
4,625	St. Helen's and Widnes Co-operative Building Company (Limited), now called Lancashire Co operative Building Company (Limited).	Purchasing and selling land -	19, Hardshaw-street, St. Helen's, Lancashire.	9 Oct.	7	44	12,000	2,000	190	Sums from 10 *s.* to 4 *l.*	410 10 -	31	Still in operation.
4,626	Wyrley Cannock Colliery Company (Limited).	Purchasing and working certain mines at Wyrley Cannock, in the county of Stafford.	Not stated - - -	10 Oct.	7	305	20,000	1,000	305	No return	No return -	7	Supposed to be still in operation.
4,627	Sequelin Oil Company (Limited).	Oil refining - - - - -	27, Cannon-street West, London.	10 Oct.	7	7	10,000	1,000	7	- ditto -	- ditto -	7	- ditto.
4,628	Rochdale Theatre Company (Limited).	Purchasing land, and erecting thereon a theatre and other large rooms.	4, Packer-street, Rochdale, Lancashire.	10 Oct.	9	135	5,000	5,000	135	- ditto -	- ditto -	7	- ditto.
4,629	Ton Maur Company (Limited)	Purchasing and working certain mines in the county of Glamorgan, and carrying on the business of miners, ironfounders, and ship-owners.	10, Angel-court, Bank -	11 Oct.	11	55	120,000	12,000	55	- ditto -	- ditto -	11	- ditto.
4,630	Wrekin Hotel Company (Limited).	Hotel and livery stable keepers -	Church-street, Wellington, Salop.	11 Oct.	7	295	8,000	800	295	- ditto -	- ditto -	7	- ditto.
4,631	Tyne General Engineering Company (Limited).	Marine engineers - - -	The Works, St. Peter's, Newcastle-on-Tyne.	11 Oct.	7	245	100,000	10,000	245	- ditto -	- ditto -	7	- ditto.
4,632	Weston Omnibus Company (Limited).	The conveyance of passengers and parcels by omnibus to and from Weston to Bath.	Mr. J. Holdway, High-street, Weston, near Bath.	12 Oct.	7	44	350	350	44	- ditto -	- ditto -	7	- ditto.
4,633	Leeds Woollen Extract and Spinning Company (Limited).	Extracting and manufacturing woollen and other fibres.	Not stated - - -	12 Oct.	7	121	150,000	10,000	121	- ditto -	- ditto -	7	- ditto.
4,634	Merthyr Cab Company (Limited).	Supplying Merthyr Tydfil with cabs.	Not stated - - -	12 Oct.	7	14	2,000	400	14	- ditto -	- ditto -	7	- ditto.
4,635	Masons' Hall Tavern Company (Limited).	Carrying on the Masons' Hall Tavern, Coleman-street, London.	The Mason's Hall Tavern, Masons'-avenue, Coleman-street, London.	12 Oct.	7	600	50,000	5,000	600	- ditto -	- ditto -	7	- ditto.
4,636	Darren Mining Company (Limited).	Carrying on the business of the Great Darren Mining Company, Cardiganshire.	160, Gresham House, E.C.	12 Oct.	7	7	20,000	1,000	7	- ditto -	- ditto -	7	- ditto.
4,637	Chichester District Mutual Cattle Insurance Company (Limited).	The mutual insurance of cattle -	Not stated - - -	13 Oct.	7	This is a Company limited by guarantee, and it has no capital divided into shares							- ditto.
4,638	Newbiggin-by-the-Sea Gas Company.	Supplying Newbiggin-by-the-Sea, Northumberland, with gas.	53, Westgate-street, Newcastle-on-Tyne.	13 Oct.	7	88	3,000	600	88	No return	No return -	7	- ditto.
4,639	Falcon Hotel Company (Limited).	Carrying on the business of the Falcon Hotel, Bromyard, Hereford.	The Falcon Hotel, Broad-street, Bromyard.	14 Oct.	7	31	2,000	200	31	- ditto -	- ditto -	7	- ditto.
4,640	Bristol Malting Company (Limited).	Carrying on the business of maltsters.	22, Thomas-street, Bristol	14 Oct.	7	80	10,000	1,000	80	- ditto -	- ditto -	7	- ditto.

													in operation.
4,643	Ashton Gate Brewery Company (Limited).	Carrying on a brewing and malting business.	St. Leonards Chambers, 5, Nichold's-street, Bristol.	16 Oct.	7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4,644	Aërophon and General Pianoforte Manufacturing Company (Limited).	The manufacture of pianofortes and musical instruments.	63, Great Tower-street, London.	16 Oct.	7	13	2,000	400	13	- ditto -	- ditto -	7	- ditto.
4,645	Sherburn and South Milford Gas Company (Limited).	Supplying Sherburn and South Milford, Yorkshire, with gas.	Kirkgate, Sherburn, Yorkshire.	17 Oct.	7	290	2,000	1,000	290	- ditto -	- ditto -	7	- ditto.
4,646	Coffee, Cocoa, Cotton, and General Produce Freehold Estates Company of Venezuela (Limited).	For purchasing lands in Venezuela for the purpose of reselling or cultivating the same.	Not stated - - -	17 Oct.	9	85	200,000	10,000	85	- ditto -	- ditto -	9	- ditto.
4,647	Coxhoe Gas Company (Limited).	Supplying Coxhoe, Durham, with gas.	Coxhoe, Bishop Middleham, Durham.	18 Oct.	29	667	800	800	667	- ditto -	- ditto -	29	- ditto.
4,648	City of Marseilles Freehold Land Company (Limited).	The purchase and improvement of land at Marseilles.	Not stated - - -	18 Oct.	7	7	600,000	30,000	7	- ditto -	- ditto -	7	Being wound up.
4,649	Bilston Savings Bank Auxiliary Company (Limited).	Carrying on the business of a savings bank.	Not stated - - -	19 Oct.	14	29	3,500	35	29	- ditto -	- ditto -	14	Supposed to be still in operation.
4,650	Muswell Hill Estate Company (Limited).	The purchase of land, and the building of houses, &c. thereon, at Muswell-hill, Hornsey.	29, Finsbury-circus, E.C.	19 Oct.	8	415	60,000	600	415	- ditto -	- ditto -	8	- ditto.
4,651	Cilely Colliery Company (Limited).	Working a coal mine at Llantrissant, Glamorganshire.	Thom House, Torryrefail, near Pontypridd, Glamorganshire.	19 Oct.	10	103	1,500	150	103	- ditto -	- ditto -	10	- ditto.
4,652	Hartlepool Ropery Company (Limited).	The manufacture of ropes from wire, steel, hemp, &c.	The Hartlepool Ropery, Hart Warren, Hartlepool.	20 Oct.	7	262	15,000	300	100 192	35 - - 25 - -	292 - -	9	Still in operation.
4,653	Household Patents Company (Limited).	Acquiring patents for domestic purposes, and carrying on the business of general purveyors.	9, Mincing-lane, E.C. -	20 Oct.	7	70	100,000	50,000	70	No return	No return -	7	Supposed to be still in operation.
4,654	"Cardiff and Merthyr Guardian" Newspaper and Printing Company (Limited).	Printing and publishing the "Cardiff and Merthyr Guardian" Newspaper, and the carrying on of a general printing and stationery business.	Not stated - - -	20 Oct.	7	61	3,000	300	61	- ditto -	- ditto -	7	- ditto.
4,655	South of England Oyster Company (Limited).	Dealing in oysters on the southern coast of England.	26, Finsbury-circus, E.C.	20 Oct.	7	220	50,000	5,000	220	- ditto -	- ditto -	7	- ditto.
4,656	Cattle Transport and General Steam Conveyance Company (Limited).	The trading and dealing in cattle	10, St. Swithin's-lane, E.C.	21 Oct.	11	215	500,000	50,000	215	- ditto -	- ditto -	11	- ditto.
4,657	Ynispenllwch Tin Plate Company (Limited).	Working mines at Ynispenllwch, Llangafelach, Glamorgan.	Ynispenllwch, Llangafelach, Glamorgan.	21 Oct.	7	650	50,000	5,000	650	- ditto -	- ditto -	7	- ditto.
4,658	White Moss Coal Company (Limited).	Working a coal mine at Skelmersdale, Lancaster.	White Moss Colliery, Skelmersdale, near Ormskirk, Lancaster.	23 Oct.	7	280	50,000	2,000	280	15 - -	4,000 - -	7	Still in operation.
4,659	Walmer Building Company (Limited).	Building, selling, and letting houses.	7, Strand, Walmer, Kent	23 Oct.	9	206	20,000	4,000	206	No return	No return -	9	Supposed to be still in operation.
4,660	Sowerby Bridge and District Land Building and Investment Company (Limited).	Buying, selling land, building and letting houses at Sowerby-bridge.	Not stated - - -	23 Oct.	7	275	50,000	5,000	275	- ditto -	- ditto -	7	- ditto.
4,661	Wheelock Iron and Salt Company (Limited).	Salt manufacturers and iron masters.	Wheelock, near Sandback, Chester.	24 Oct.	25	509	75,000	3,750	1,387	20 - -	27,740 - -	45	Still in operation.
4,662	Frederick Braby & Company (Limited).	Acquiring and carrying on the business of Messrs. F. Braby & Co., St. Pancras.	Fitzroy works, Euston-road, Middlesex.	24 Oct.	7	3,925	200,000	20,000	3,925	No return	No return -	7	Supposed to be still in operation.
4,663	Wantage Brewery Company (Limited).	Carrying on the business of brewers.	House of George Curtis, Back-street, Wantage, Berks.	24 Oct.	7	110	12,000	120	110	- ditto -	- ditto -	7	- ditto.
4,664	Bank of Turkey (Limited) -	Carrying on the business of bankers in the Ottoman Empire.	13, Gresham-house, E.C.	24 Oct.	7	182	1,000,000	20,000	182	- ditto -	- ditto -	7	Being wound up.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

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	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,665	London Union Aid Investment and Advance Company (Limited).	Lending money, discounting bills, &c.	11, Lamb's Conduit-street, Holborn.	24 Oct.	7	40	10,000	2,000	40	No return	No return -	7	Supposed to be still in operation.
4,666	Licensed Victuallers and General Plate Glass Insurance Company (Limited).	Plate glass insurance - -	9, Adam-street, Adelphi	25 Oct.	8	195	25,000	10,000	195	- ditto -	- ditto -	8	- ditto.
4,667	Patent Wood Fibre and Paper Works Company (Limited).	The manufacture of paper, cardboard, &c., on an improved principle.	Not stated - - -	25 Oct.	7	98	5,000	250	98	- ditto -	- ditto -	7	- ditto.
4,668	London and Provincial Coal Company (Limited).	Dealing in coals, wholesale and retail.	27, Cheapside, E.C. -	26 Oct.	7	65	20,000	10,000	65	- ditto -	- ditto -	7	- ditto.
4,669	Dartmouth and Kingswear Hotel Company (Limited).	Carrying on the business of hotel keepers at Dartmouth and Kingswear.	Castle Hotel, New Quay, Dartmouth.	26 Oct.	8	100	18,000	180	100	- ditto	- ditto -	8	- ditto.
4,670	Quinta Colliery Company (Limited).	Carrying on the business of iron and coal merchants and miners, at Quinta, St. Martin's, Salop.	Quinta Colliery, near Chirk, Salop.	27 Oct.	7	146	10,000	2,000	636	2 - -	901 - -	20	Still in operation.
4,671	Thomas Dunn & Company (Limited).	Carrying on the business of engineers, iron founders, millwrights, machinists, and contractors.	Windsor Bridge Iron Works, Pendleton, Lancashire.	27 Oct.	7	161	100,000	1,000	161	No return	No return -	7	Supposed to be still in operation.
4,672	Raynbird, Caldecott, Bawtree, Dowling & Company (Limited).	Carrying on the business of Raynbird & Co., and Wm. and Alf. Dowling.	Not stated - - -	27 Oct.	7	1,110	50,000	5,000	1,110	- ditto -	- ditto -	7	- ditto.
4,673	County Land and Building Company (Limited).	Buying, selling, and dealing in land.	15, Water-street, Liverpool.	27 Oct.	7	250	100,000	10,000	250	- ditto -	- ditto -	7	- ditto.
4,674	Worthing Laundry, Land and Building Company (Limited).	The purchase of land, and building on same, at Worthing.	12, Union-street, Shipstreet, Brighton.	28 Oct.	7	162	10,000	1,000	162	- ditto -	- ditto -	7	- ditto.
4,675	Imperial Mexican Gas Company (Limited).	Establishing gas works in the capital of Mexico.	117, Bishopsgate-street Within.	30 Oct.	7	7	100,000	1,000	7	- ditto -	- ditto -	7	- ditto.
4,676	British American Gold Mining Company (Limited).	Acquiring and working mines at Waverley, West, near Halifax, Nova Scotia.	73, Old Broad-street, E.C.	1 Nov.	7	252	100,000	20,000	252	- ditto -	- ditto -	7	- ditto.
4,677	Penrhyndendraeth Market Hall Company (Limited).	To erect a market hall and reading room at Penrhyndendraeth.	Not stated - - -	1 Nov.	7	157	1,000	1,000	157	- ditto -	- ditto -	7	- ditto.
4,678	Co-operative Coal Company (Limited).	The purchase and working a colliery at Handsworth Woodhouse, Yorkshire.	5, Bond-street, Walbrook.	1 Nov.	7	6	6,000	6,000	6	- ditto -	- ditto -	7	- ditto.
4,679	George Cook Spencer & Company (Limited).	The manufacture of hackle pins, umbrella ribs, &c., at Brough, near Hathersage, Derby.	Not stated - - -	1 Nov.	7	535	2,000	2,000	535	- ditto -	- ditto -	7	- ditto.
4,680	Junior Tattersall's Club (Li-	Establishing a club in London -	Not stated - - -	1 Nov.	7	35	2,000	400	35	- ditto -	- ditto -	7	- ditto.

	mited).	Messrs. Mounsey & Dixon's iron works, at Bedlington, Northumberland.	Bedlington, Northumberland.											- ditto
4,683	Alhambra Company (Limited).	Purchasing the Alhambra Palace, Leicester-square, and carrying on the same.	2, Royal Exchange-buildings.	3 Nov.	7	270	100,000	10,000	270	- ditto -	- ditto -	7	- ditto.
4,684	London and Suburban Coal Company (Limited).	The purchase and sale of coals -	31, Finsbury-place, E.C.	3 Nov.	7	250	50,000	50,000	250	- ditto -	- ditto -	7	- ditto.
4,685	St. Helen's Chemical Company (Limited).	Carrying on the alkali and chemical works at St. Helen's, Lancaster, lately occupied by Messrs. W. H. Balmain & Co.	Works, Pocket Nook, St. Helen's.	4 Nov.	7	230	50,000	5,000	230	- ditto -	- ditto -	7	- ditto.
4,686	Warrington Implement, Iron and File Company (Limited).	Carrying on the business of furnishing ironmongers, dealers in hardware, &c.	Junction of Market-street and Peter-street, Warrington, Lancaster.	4 Nov.	9	165	5,000	1,000	165	- ditto -	- ditto -	9	- ditto.
4,687	Educational Depôt (Limited) -	Printing and publishing - -	32, Bouverie-street, E.C.	6 Nov.	7	29	5,000	2,000	29	- ditto -	- ditto -	7	- ditto.
4,688	Shoeburyness Gas Consumers Company (Limited).	Supplying Shoeburyness with gas.	The Institute, Shoeburyness, Essex.	6 Nov.	8	195	300	300	195	- ditto -	- ditto -	8	- ditto.
4,689	Duffield, Allestree and Quarndon Gas Light and Coke Company (Limited).	Supplying Duffield, Allestree, and Quarndon, in the county of Derby, with gas.	4, Albert-street, Derby -	6 Nov.	7	90	5,500	550	90	- ditto -	- ditto -	7	- ditto.
4,690	Salcombe Gas and Coke Company (Limited).	Supplying Salcombe, Devon, with gas.	Mr. S. Pearce, Fore-street, Salcombe, Marlborough, Devon.	7 Nov.	9	48	1,600	320	48	- ditto -	- ditto -	9	- ditto.
4,691	Blaendyffryn Silver Lead Mining Company (Limited).	Working mines at Blaendyffryn, in the county of Cardigan.	33, Great Winchester-street, E.C.	7 Nov.	7	370	10,000	1,000	370	- ditto -	- ditto -	7	- ditto.
4,692	London Agency Corporation (Limited).	Acting as general agents in every branch of business.	Founders'-court, Lothbury, E.C.	7 Nov.	10	1,000	500,000	25,000	1,000	- ditto -	- ditto -	10	- ditto.
4,693	Llwynmaiees Silver and Lead Mining Company (Limited).	Working Lead, Silver, Copper, and other mines, at Lledrod, Cardiganshire.	Not stated - - -	7 Nov.	7	530	25,000	5,000	530	- ditto -	- ditto -	7	- ditto.
4,694	Gateshead Bowling Green Company (Limited).	Establishing and carrying on a bowling-green at Gateshead.	Not stated - - -	7 Nov.	7	19	1,000	100	19	- ditto -	- ditto -	7	- ditto.
4,695	London Mutual Photographic Association (Limited).	Carrying on a photographic business.	Not stated - - -	8 Nov.	7	190	10,000	5,000	190	- ditto -	- ditto -	7	- ditto.
4,696	Finsbury Telegraph Newspaper Company (Limited).	Printing and publishing the Finsbury Telegraph Newspaper.	Not stated - - -	8 Nov.	7	22	2,100	35	22	- ditto -	- ditto -	7	- ditto.
4,697	East Barnet Gas and Water Company (Limited).	Supplying East Barnet and neighbourhood with gas.	Albert-road, East Barnet, Herts.	8 Nov.	7	151	50,000	5,000	151	- ditto -	- ditto -	7	- ditto.
4,698	Liverton Ironstone Company (Limited).	Working ironstone mines at Liverton, Cleveland, Yorkshire.	8, New-street, Spring-gardens.	8 Nov.	7	480	24,000	480	480	- ditto -	- ditto -	7	- ditto.
4,699	Ravensthorpe Omnibus Company (Limited).	The conveyance of passengers, &c., at Dewsbury.	Albion Hotel, Ravensthorpe, Mirfield, York.	8 Nov.	10	300	300	300	300	- ditto -	- ditto -	10	- ditto.
4,700	South Lancashire Mutual Cattle Insurance Company Limited.	The mutual insurance of cattle -	Not stated - - -	8 Nov.	7	As this Company is limited by guarantee there is no capital to which these headings apply.						7	- ditto.
4,701	Frederick Symonds & Company (Limited).	Carrying on the business of wine merchants.	64, Lower Thames-street, E.C.	9 Nov.	7	310	120,000	12,000	310	No return	No return -	7	- ditto.
4,702	Financial Agency Company (Limited).	Carrying on the business of banking, financial, commercial and industrial agents.	Langbourne - chambers, 16½, Fenchurch-street.	9 Nov.	7	7	100,000	5,000	7	- ditto -	- ditto -	7	- ditto.
4,703	Whetstone Freehold Estate Company (Limited).	Purchasing land, &c. at Whetstone Friern, Barnet, Middlesex, and building on and letting same.	14, Clement's-lane, Lombard-street, E.C.	10 Nov.	9	77	30,000	300	77	- ditto -	- ditto -	9	- ditto.
4,704	Grand Hotel Company, Scarborough (Limited).	Carrying on an hotel at Scarborough.	4, South Parade, Leeds	10 Nov.	7	70	100,000	1,000	800 100	15 100	22,000	61	Still in operation.
4,705	Warwickshire Mutual Cattle Assurance Association (Limited).	The mutual insurance of cattle from rinderpest and pleuro-pneumonia.	New street, Warwick -	10 Nov.	7	As this Company is limited by guarantee, there is no capital to which these headings apply.							Supposed to be still in operation.

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	In England—*continued*.			1865:			£.			£. s. d.	£. s. d.		
4,706	Douro Silver Lead Mining Company (Limited).	Working Silver Lead Mines at Toboaço, district of Vizew Beiru, Portugal.	6, Old Jewry - -	10 Nov.	7	455	100,000	10,000	455	No return	No return -	7	Dissolved, and another Company bearing a similar name registered in its place.
4,707	Dorothea West Green, Blue, and Red Slate Company (Limited).	Working Stone Quarries at Tyny-Wergloodd, Llanllyfin, Carnarvon.	33, King street, Cheapside, E.C.	10 Nov.	7	220	50,000	10,000	220	- ditto -	- ditto -	7	Supposed to be still in operation.
4,708	Anglo Danish and Baltic Steam Navigation Company (Limited).	Running vessels between Denmark and England for the conveyance of goods and passengers.	27, Leadenhall - street, E.C.	10 Nov.	7	35	200,000	20,000	35	- ditto -	- ditto -	7	- ditto.
4,709	Ware Corn and Cattle Market Company (Limited).	The erecting corn and cattle markets, &c., at Ware.	Baldock - street, Ware, Herts.	11 Nov.	10	65	4,000	400	65	- ditto -	- ditto -	10	- ditto.
4,710	National Guardian Assurance Company (Limited).	Life assurance and lending money.	484, Oxford-street -	13 Nov.	7	35	100,000	20,000	35	- ditto -	- ditto -	7	- ditto.
4,711	Lawton Iron and Steel Company (Limited).	Carrying on the Lawton Iron and Steel Works at Sheffnal, Salop.	Not stated - - -	13 Nov.	7	400	40,000	800	400	- ditto -	- ditto -	7	- ditto.
4,712	Runcorn Soap and Alkali Company (Limited).	Alkali, soap, and salt manufacturing, rosin refining, and turpentine distilling.	Walmer Buildings, 6, Water - street, Liverpool.	13 Nov.	7	7	300,000	12,000	7	- ditto -	- ditto -	7	- ditto.
4,713	Liverpool Steam Joinery Saw Mills and Timber Company (Limited).	Timber merchants, saw mill proprietors, and joiners.	56, Castle-street, Liverpool.	13 Nov.	8	1,216	40,000	4,000	1,216	- ditto -	- ditto -	8	- ditto.
4,714	Worcester Cattle Plague Mutual Assurance Company (Limited).	The mutual insurance of cattle from cattle plague and pleuro-pneumonia.	Care of Messrs. Webb & Brick, Sansorine-terrace, St. Nicholas, Worcester.	14 Nov.	16	917	48,000	16,000	917	- ditto -	- ditto -	16	- ditto.
4,715	Leicester and Leicestershire Advance and Deposit Company (Limited).	Lending money on security -	41½, Granby-street, Leicester.	14 Nov.	7	375	20,000	4,000	375	- ditto -	- ditto -	7	- ditto.
4,716	Caerhun Slate Company (Limited).	Working the Caerhun slate quarry, Caerhun, Carnarvon.	23, Great St. Helens, E. C.	14 Nov.	7	7	30,000	2,500	7	- ditto -	- ditto -	7	- ditto.
4,717	City Discount Company (Limited).	Discounting bills and advancing money on security.	Not stated - - -	14 Nov.	7	2,475	500,000	50,000	2,475	- ditto -	- ditto -	7	- ditto.
4,718	Press Association Company (Limited).	News agents - - - -	14, Ridgefield, Manchester.	15 Nov.	8	8	12,000	1,200	8	- ditto -	- ditto -	8	- ditto.
4,719	Galghog and Northop Colliery Company (Limited).	Coal Mining - - - -	Not stated - - -	15 Nov.	7	9	4,000	40	9	- ditto -	- ditto -	7	- ditto.
4,720	Douglas Head Mining Company (Limited).	Mining in the Isle of Man -	Not stated - - -	16 Nov.	7	1,000	10,000	2,000	1,000	- ditto -	- ditto -	7	- ditto.
4,721	Australian Meat Company (Limited).	Preserving meat in Australia and importing the same into England.	137, Houndsditch, London.	16 Nov.	7	700	100,000	10,000	1,294 29	4 - - 2 - -	1,323 - -	17	Still in operation.
4,722	Liverpool Brewery Company (Limited).	Brewers and distillers - -	49, Boundary-lane, Liverpool.	16 Nov.	7	2,320	150,000	15,000	2,320	No return	No return -	7	Supposed to be still in operation.
			70, Cannon-street, West,	17 Nov.	8	800	100,000	20,000	800	- ditto -	- ditto -	7	- ditto.

	pany (Limited).		E.C.									
4,725	Fossick, Blair, & Company (Limited).	To purchase and carry on the engineering business of Messrs. Fossick & Co., of Stockton.	Norton-road, Stockton, Durham.	18 Nov.	9	600	85,000	850	600	- ditto -	- ditto -	9	- ditto.
4,726	South Durham Newspaper Company (Limited).	Publishing a newspaper - -	Princes-street, West Hartlepool.	18 Nov.	27	38	5,000	100	38	- ditto -	- ditto -	27	- ditto.
4,727	London and Bombay Steam Transit Corporation (Limited)	Steam communication between England and the East Indies *vid* Bombay.	40, St. Mary Axe, E.C.	18 Nov.	7	7	3,000,000	300,000	7	- ditto -	- ditto -	7	- ditto.
4,728	Law and General Negotiation, Registration, Transfer, and Finance Company (Limited).	Law and general agents - -	Lincoln's-Inn Chambers, 87, Chancery-lane.	18 Nov.	7	1,500	30,000	1,500	1,500	- ditto -	- ditto -	7	- ditto.
4,729	United Assurance and Investment Corporation (Limited).	Life, fire, and marine insurance and investment.	2, Adelphi-terrace, Strand	20 Nov.	7	35	50,000	50,000	35	- ditto -	- ditto -	7	- ditto.
4,730	Chirk Gas Company (Limited)	Supplying Chirk, in the county of Denbigh, with gas.	Chirk, Denbighshire -	20 Nov.	13	93	1,000	100	93	- ditto -	- ditto -	13	- ditto.
4,731	Norwegian Trading Company (Limited).	Trading with Norway - -	2, Birchin-lane, Cornhill	20 Nov.	7	200	50,000	5,000	200	- ditto -	- ditto -	7	- ditto.
4,732	Keighley Old Brewery Company (Limited).	Brewers - - - - -	Old Brewery, Cook-lane, Keighley.	20 Nov.	7	18	2,000	20	18	- ditto -	- ditto -	7	- ditto.
4,733	London Meat, Poultry, and Provision Company (Limited).	Supplying shareholders and the public with meat, poultry, and provisions generally.	Not stated - - -	21 Nov.	8	209	50,000	25,000	209	- ditto -	- ditto -	8	- ditto.
4,734	Tyne Brick, Tile, and Lime Works (Limited).	The manufacture of bricks, tiles, &c., at Walker, Newcastle-on-Tyne.	Walker Brick Works, Walker, Northumberland.	21 Nov.	7	400	10,000	1,000	400	- ditto -	- ditto -	7	- ditto.
4,735	Albert Club (Limited) - -	Establishing a club in London -	Bolt-court, Fleet-street -	21 Nov.	7	150	5,000	1,000	150	- ditto -	- ditto -	7	- ditto.
4,736	Freehold Land and Brick Making Company (Limited).	The manufacture of bricks, tiles, pipes, and other articles.	160, Grosham-house, E.C.	21 Nov.	7	191	25,000	5,000	191	- ditto -	- ditto -	7	- ditto.
4,737	Oxford Cattle Plague Association (Limited).	The insurance of cattle against cattle plague.	126, High-street, Oxford	21 Nov.	13	8,735	80,000	80,000	67,815	- 2 -	6,723 10 -	159	Still in operation.
4,738	Marine Mansions and General House Investment Company (Limited).	Buying, selling, and letting houses, hotels, land, &c., and carrying on the business of hotel keepers.	66A, Paternostor-row, E.C	21 Nov.	7	120	100,000	10,000	120	No return	No return -	7	Supposed to be still in operation.
4,739	Liverpool Estate and Investment Company (Limited)	Acquiring land and building on same.	25, South John-street, Liverpool.	22 Nov.	7	70	20,000	2,000	70	- ditto -	- ditto -	7	- ditto.
4,740	Altrincham Union Mutual Cattle Assurance Association (Limited).	The mutual assurance of cattle against rinderpest or cattle plague.	Minshall-lane, Knutsford, Cheshire.	22 Nov.	7	As this Company is limited by guarantee, there is no capital to which these headings apply.							- ditto.
4,741	Newark-upon-Trent and District Coal and Coke Company (Limited).	The dealing in coal, coke, lime, salt, &c.	2, Bridge-street, Newark-upon-Trent.	22 Nov.	7	140	1,000	1,000	140	No return	No return -	7	- ditto.
4,742	Security Guarantee Corporation (Limited).	Guaranteeing securities, &c. -	8, Finch-lane, City of London.	23 Nov.	7	350	1,000,000	10,000	350	- ditto -	- ditto -	7	- ditto.
4,743	Gaspè Petroleum Company (Limited).	The dealing in petroleum, &c., at Gaspè.	Not stated - - -	23 Nov.	7	7	75,000	7,500	7	- ditto -	- ditto -	7	- ditto.
4,744	John Elce and Company (Limited).	Carrying on the Phœnix Iron Works, Jersey-street, Manchester.	Not stated - - -	23 Nov.	8	501	150,000	7,500	501	- ditto -	- ditto -	8	- ditto.
4,745	Richard Barston and Company (Limited).	Brewers - - - - -	Miller-gate, Bradford, York.	24 Nov.	7	70	2,000	200	70	- ditto -	- ditto -	7	- ditto.
4,746	West of England Brewery Company (Limited).	Brewers, at Marlock, Somersetshire.	7, Ludgate-hill, London	25 Nov.	7	7	40,000	4,000	7	- ditto -	- ditto -	7	- ditto.
4,747	Charles Noon and Company (Limited).	Purchasing and carrying on the business of Charles Noon, hosier, &c., Leicester.	67, Granby-street, Leicester.	25 Nov.	8	3,530	135,000	13,500	13,299	From 2 10 - to 10 - -	52,580 10 -	124	Still in operation.
4,748	Leeds Excelsior Iron Works Company (Limited).	Engineers, iron founders, and general manufacturers.	Not stated - - -	25 Nov.	12	33	5,000	1,000	33	No return	No return -	12	Supposed to be still in operation.

1.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,749	Anglo Swedish Steel and Iron Company (Limited).	Acquiring and carrying on the business of the Hogto Steel and Ironworks Share Company, and the Northfield Steel and Iron Company (Limited).	23, Old Broad-street, E.C.	27 Nov.	7	7	1,500,000	60,000	7	No return	No return -	7	Supposed to be still in operation.
4,750	Birstall Britannia Mill Company (Limited).	The manufacture of worsted and woollen goods, at Birstall, York.	Britannia Mill, Birstall	27 Nov.	17	51	10,000	100	51	- ditto -	- ditto -	17	- ditto.
4,751	Greening & Company (Limited).	The manufacture of iron, iron wire, &c.	4, Warren-street, Manchester.	27 Nov.	7	2,700	50,000	10,000	2,700	- ditto -	- ditto -	7	- ditto.
4,752	Radnorshire Coal, Lime, and General Supply Company (Limited).	The buying, selling, dealing in coal, coke, lime, manures, &c.	Broad-street, Knighton, Radnor.	27 Nov.	7	35	10,000	2,000	35	- ditto -	- ditto -	7	- ditto.
4,753	Montgomeryshire Cattle Plague Mutual Assurance Company (Limited).	The insurance of cattle against the cattle plague.	Severn-street, Welshpool, Montgomery.	27 Nov.	8	4,761	50,000	50,000	4,761	- ditto -	- ditto -	8	- ditto.
4,754	Fareham Blue Brick and Tile Company (Limited).	The manufacture of blue and other bricks, tiles, &c.	15, New Broad-street, E.C.	27 Nov.	8	163	10,000	2,000	163	- ditto -	- ditto -	8	- ditto.
4,755	Dyffryn Mountain Colliery (Limited).	Working mines in the parish of Llangonoyd, Glamorgan.	33, Moorgate-street, E.C.	27 Nov.	7	11	25,000	5,000	11	- ditto -	- ditto -	7	- ditto.
4,756	South Australian Carrying Company (Limited).	The carriage of merchandise, &c., in South Australia.	1, Charlotte-row, Mansion-house.	27 Nov.	7	950	25,000	12,500	950	- ditto -	- ditto -	7	- ditto.
4,757	Real Estate Corporation (Limited).	Purchasing freehold properties, and disposing of same.	Not stated - - -	27 Nov.	7	7	1,000,000	200,000	7	- ditto -	- ditto -	7	- ditto.
4,758	Naples Public Works Company (Limited).	The improvement and embellishment of the Chiaja Quarter of Naples.	Not stated - - -	27 Nov.	7	260	1,200,000	60,000	260	- ditto -	- ditto -	7	- ditto.
4,759	English and American Bank (Limited).	Banking - - - - -	40, Threadneedle-street, E.C.	28 Nov.	8	2,200	1,800,000	60,000	2,200	- ditto -	- ditto -	8	- ditto.
4,760	Art and Decorative Photographic Company (Limited).	Photographing on wood, canvass, silk, glass, and other substances.	41, Threadneedle-street, E.C.	23 Nov.	7	35	25,000	12,500	35	- ditto -	- ditto -	7	- ditto.
4,761	London Steam Towing Company (Limited).	Steam tug proprietors, and ship and boat owners.	Not stated - - -	28 Nov.	7	350	209,000	10,000	350	- ditto -	- ditto -	7	- ditto.
4,762	Tillery Colliery Company (Limited).	Working the Abertilly and Wellington Colliery, in the parish of Aberystwith, Monmouth.	Rhymney Wharf, St. Woollos, Newport, Monmouth.	29 Nov.	7	1,400	45,000	3,000	1,400	- ditto -	- ditto -	7	- ditto.
4,763	Matlock Old Bath Hydropathic Company (Limited).	Establishing an Hydropathic Establishment at Matlock Bath, Derby.	Old Bath Hotel, Matlock Bath, Derby.	29 Nov.	7	170	25,000	2,500	170	- ditto -	- ditto -	7	- ditto.
4,764	Oxford Building and Investment Company (Limited).	Advancing money on the security of land, houses, &c., buying, selling, and letting same.	65, Corn Market street, Oxford.	1 Dec.	7	125	25,000	5,000	125	- ditto -	- ditto -	7	- ditto.
4,765	Melbourne, Cambridgeshire, Gas Company (Limited).	Supplying Melbourne, Cambridgeshire, with gas.	High-street, Melbourne, Cambridgeshire.	1 Dec.	7	62	2,000	400	292	5 - -	1,307 - -	52	Still in operation.
4,766	Birmingham Land Company (Limited).	Buying and selling land, and lending money on same.	44, Waterloo-street, Birmingham.	1 Dec.	8	800	250,000	25,000	800	No return	No return -	8	Supposed to be still in operation.

	Felt Hat Company (Limited).	helmets, military head-dresses, &c.											
4,769	Scarborough Promenade Pier Company (Limited).	Establishing a pier or jetty at Scarborough.	2, Albion-place, Scarborough.	1 Dec.	7	43	15,000	3,000	2,159	1,955 15 –	203 5 –	173	- ditto.
4,770	Wootton Bassett Cattle Plague Association (Limited).	The mutual insurance of cattle from rinderpest or plague.	J. Pratt, solicitor, High-street, Wootton Bassett.	1 Dec.	7	As this Company is limited by guarantee, it has no capital to which these headings apply.							- ditto.
4,771	Wigan Coal and Iron Company (Limited).	Working certain collieries at Wigan and Borwick, Lancaster.	Kirkless Hall Works, Aspull, Wigan.	2 Dec.	9	22,021	2,193,100	21,931	21,931	70 – –	1,535,170 – –	9	Still in operation.
4,772	Broomhall Tile and Brick Company (Taylor's Patents) Limited).	The manufacture of blocks, bricks, and tiles.	Ward's Wharf, Upper Ground-street, Blackfriars.	2 Dec.	7	855	20,000	2,000	855	No return	No return	7	Supposed to be still in operation.
4,773	Commercial Company of Africa (Limited).	Trading generally in Africa -	5, Lime-street, E C. -	2 Dec.	7	7	300,000	30,000	7	- ditto -	- ditto -	7	- ditto.
4,774	Henddol Slate and Slab Company (Limited).	Purchasing and working certain slate quarries in Merioneth.	44, Waterloo-street, Birmingham.	4 Dec.	7	1,900	60,000	12,000	1,900	- ditto -	- ditto -	7	- ditto.
4,775	Liebig's Extract of Meat Company (Limited).	Manufacturers of, and dealers in, Liebig's extracts of meat.	43, Mark-lane, London -	4 Dec.	7	1,820	500,000	25,000	1,820	- ditto -	- ditto -	7	- ditto.
4,776	Deptford Sugar Refinery Company (Limited).	Purchasing and refining sugar by De Wylde's patent.	Normandy Wharf, Deptford.	4 Dec.	7	700	10,000	1,000	700	- ditto -	- ditto -	7	- ditto.
4,777	National Credit Mobilier (Limited).	Lending money - - -	Not stated - - -	4 Dec.	7	7	10,000,000	500,000	7	- ditto -	- ditto -	7	- ditto.
4,778	Advance and Deposit Company (Limited).	Lending money - - -	Not stated - - -	4 Dec.	7	210	100,000	10,000	210	- ditto -	- ditto -	7	- ditto.
4,779	Rugby Blue Lias Lime, Cement, and Brick Company (Limited).	Making and selling lime, Roman, Portland, and other cements.	New Bilton, Bilton, Warwick.	4 Dec.	7	223	10,000	2,000	223	- ditto -	- ditto -	7	- ditto.
4,780	Metropolitan Tramways Company (Limited).	Establishing and maintaining tramways in the metropolis.	10, Bridge-street, Westminster.	5 Dec.	7	23	450,000	45,000	23	- ditto -	- ditto -	7	- ditto.
4,781	Provision Merchants Company (Limited).	General provision merchants -	17, Old Broad-street, E.C.	5 Dec.	7	350	100,000	5,000	350	- ditto -	- ditto -	7	- ditto.
4,782	Bowron, Baily, & Company (Limited).	Purchasing and carrying on the glass manufacturing business of Messrs. Bowron, Baily, & Co.	Tees Glass Works, South Stockton.	5 Dec.	7	1,500	50,000	5,000	1,500	- ditto -	- ditto -	7	- ditto.
4,783	American Oil Wells Trading Company (Limited).	Working petroleum lands in America.	41 and 42, Langbourne-chambers, Fenchurch-street, E.C.	5 Dec.	7	7	240,000	8,000	7	- ditto -	- ditto -	7	- ditto.
4,784	Pontblyddyn New Hotel Company (Limited).	Carrying on the business of innkeepers at Pontblyddyn, Flintshire.	Bridge-street row West, Chester.	6 Dec.	7	160	5,000	500	160	- ditto -	- ditto -	7	- ditto.
4,785	Narborough, Blaby, Enderley, and Whetstone Gas Light and Coke Company (Limited).	Supplying Narborough, Blaby, Enderley and Whetstone, in the county of Leicester, with gas.	Narborough, Leicester -	7 Dec.	8	105	5,000	2,000	105	- ditto -	- ditto -	8	- ditto.
4,786	Colonial Company (Limited) -	Carrying on the business of colonial merchants.	16, Leadenhall-street, E C.	7 Dec.	7	700	2,000,000	40,000	700	- ditto -	- ditto -	7	- ditto.
4,787	Cirencester Gas Company (Limited).	Supplying Cirencester with gas -	Cirencester - - -	8 Dec.	7	199	12,000	800	199	- ditto -	- ditto -	7	- ditto.
4,788	Breslau Agricultural Implement and Manure Company (Limited).	The manufacture of agricultural implements and manure at Breslau in Silesia.	21, Gresham-street, E.C.	8 Dec.	7	1,202	30,000	3,000	1,202	- ditto -	- ditto -	7	- ditto.
4,789	Charles Laffitte & Company (Limited).	Banking in Paris - - -	18, Old Broad-street, London, E.C.	8 Dec.	7	342	3,000,000	50,000	342	- ditto -	- ditto -	7	- ditto.
4,790	Amity Investment Company (Limited).	Carrying on the business of a land, building, advance, and deposit company.	12, City-road, Finsbury -	8 Dec.	10	1,610	25,000	2,500	1,610	- ditto -	- ditto -	10	- ditto.
4,791	Stockton New Theatre Company (Limited).	Erecting and letting a theatre, at Stockton-on-Tees.	74, Brunswick - street, Stockton-on-Tees.	8 Dec.	15	100	5,000	500	100	- ditto -	- ditto -	15	- ditto.
4,792	Robinson & Preston's Brewery Company, Liverpool (Limited).	Carrying on the business of brewers at Liverpool.	57 and 59, St. James'-street, Liverpool.	9 Dec.	9	2,700	100,000	10,000	2,700	- ditto -	- ditto -	9	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1865:			£.			£. s. d.	£. s. d.		
4,793	International Society of Fine Arts (Limited).	To encourage and develope the the fine arts.	30, St. John-street, Bedford-row, Middlesex.	9 Dec.	7	7	100,000	32,500	7	No return	No return	7	Supposed to be still in operation.
4,794	Tylcha Wen Colliery Company (Limited).	Working coal mines	1, Bridge-street, Bristol	9 Dec.	7	400	2,000	400	400	- ditto -	- ditto -	7	- ditto.
4,795	Brazilian and River Plate Gas Company (Limited).	Lighting cities and towns in the empire of Brazil, &c.	Not stated	9 Dec.	7	350	200,000	20,000	350	- ditto -	- ditto -	7	- ditto.
4,796	Bayill Oil Company (Limited)	The manufacture and sale of oils, grease, coke, gas, &c.	Not stated	9 Dec.	7	1,620	10,000	10,000	1,620	- ditto -	- ditto -	7	- ditto.
4,797	Whitburn Gas Company (Limited).	Supplying Whitburn, Durham, with gas.	Mr. J. Stamp, Whitburn, Sunderland.	11 Dec.	9	82	900	180	82	- ditto -	- ditto -	9	- ditto.
4,798	National Cattle and Meat Company (Limited).	Supplying the public with meat of all kinds.	187, Gresham House, Old Broad-street, London, E.C.	11 Dec.	7	7	1,000,000	200,000	7	- ditto -	- ditto -	7	- ditto.
4,799	Oriental Tobacco and Cigarette Company (Limited).	The manufacture and sale of tobacco and cigarettes.	9, Blomfield-street, E.C., London.	11 Dec,	7	17	2,000	1,000	17	- ditto -	- ditto -	7	- ditto.
4,800	West Worthing Steam Washing Company (Limited).	The washing, scouring, and dyeing clothes and linen.	1, South-street, Worthing	11 Dec.	7	7	12,000	1,200	7	- ditto -	- ditto -	7	- ditto.
4,801	Liverpool Tramway Company (Limited).	Laying down tramways at Liverpool.	10, Bridge-street, Westminster, S.W.	12 Dec.	7	16	100,000	10,000	16	- ditto -	- ditto -	7	- ditto.
4,802	Kendall's Patent Improved Atmospheric Railway Break Company (Limited).	Promoting the use of Kendall's Improved Atmospheric Railway Break.	33, Jewry-street, E.C.	12 Dec.	7	890	11,000	11,000	890	- ditto -	- ditto -	7	- ditto.
4,803	Coleford Market Hall Company (Limited).	Purchasing and improving the market house at Coleford, in Gloucestershire.	C. O. W. H. Fryer, Coleford, Gloucestershire.	12 Dec.	16	80	2,000	200	80	- ditto -	- ditto -	16	- ditto.
4,804	Rhyd-y-Mwyn Brick, Tile, and Clay Company (Limited).	The getting and manufacturing of clays and minerals in Wales.	Not stated	13 Dec.	8	320	30,000	3,000	320	- ditto -	- ditto -	8	- ditto.
4,805	"George Hotel," Bangor, Company (Limited).	Carrying on the business of the "George Hotel," Bangor, Carnarvon.	"George Hotel," Bangor Ferry, Bangor.	13 Dec.	7	190	65,000	3,250	190	- ditto -	- ditto -	7	- ditto.
4,806	Hartz Mining and Smelting Company (Limited).	Mining in Germany	66, Bishopsgate-street, E.C.	13 Dec.	7	7	500,000	21,000	7	- ditto -	- ditto -	7	- ditto.
4,807	Iquique and La Noria Railway Company (Limited).	Making and working a railway in Peru.	20, Great George-street, Westminter.	14 Dec.	7	7	780,000	39,000	7	- ditto -	- ditto -	7	- ditto.
4,808	Gillingham Pottery, Brick, and Tile Company (Limited).	The manufacture and sale of pottery, terra cotta goods, bricks, tiles, &c.	Not stated	15 Dec.	8	470	8,000	800	470	- ditto -	- ditto -	8	- ditto.
4,809	Consett Town Hall Company (Limited)	Providing a hall for lectures, &c.	Front-street, Consett, Durham.	15 Dec.	16	260	400	400	260	- ditto -	- ditto -	16	- ditto.
4,810	Tamar Bank Granite Company (Limited).	Working certain granite quarries in Cornwall.	20, St. Helen's-place, E.C.	15 Dec.	7	120	20,000	4,000	120	- ditto -	- ditto -	7	- ditto.
4,811	Economic Telegraph Company (Limited).	Working various telegraphs	Not stated	15 Dec.	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
			Not stated	16 Dec.	7	456	500,000	25,000	456	ditto	ditto	7	ditto.

4,814	Norden Coach Company (Limited).	Running coaches from Norden to Rochdale.	Norden Spotland, Rochdale.	18 Dec.								
4,815	Liverpool, Brazil, and River Plate Steam Navigation Company (Limited).	Conveyance of passengers and goods by sea.	28, Drury-buildings, Water-street, Liverpool.	18 Dec.	7	1,720	350,000	3,500	1,720	- ditto -	- ditto -	7 - ditto.
4,816	British and Foreign Modern Fine Art Exhibition (Limited).	The erecting of a gallery for the exhibition of pictures, &c.	19, Craven-street, Strand, Middlesex.	18 Dec.	7	7	100,000	10,000	7	- ditto -	- ditto -	7 - ditto.
4,817	London Meat Consumers Company (Limited).	Dealing in cattle and meat in all its branches.	Not stated - - -	19 Dec.	7	35	100,000	20,000	35	- ditto -	- ditto -	7 - ditto.
4,818	Hornsea Pier Company (Limited).	Establishing a pier at Hornsea, Yorkshire.	Chief office: Mr. William Bingham Henderson, Market-place, Hornsea, Yorkshire.	20 Dec.	10	223	10,000	2,000	223	- ditto -	- ditto -	10 - ditto.
4,819	Regent Land and Building Association (Limited).	Dealing in land and houses -	28, Princes-street, Manchester.	20 Dec.	7	550	50,000	10,000	550	- ditto -	- ditto -	7 - ditto.
4,820	Isle of Portland Stone Company (Limited).	Quarrying in the Isle of Portland, and elsewhere.	Not stated - - -	20 Dec	7	7	50,000	5,000	7	- ditto -	- ditto -	7 - ditto.
4,821	Artificial Leather Company (Limited).	Leather merchants and waterproofers.	83, Cannon-street, E.C.	20 Dec.	7	90	30,000	3,000	90	- ditto -	- ditto -	7 - ditto.
4,822	Mutual Tontine (Parliamentary and Industrial Chambers) Association (Limited).	Building houses, &c., in the parish of St. Martin's, Westminster.	2, Westminster-chambers, Victoria-street	21 Dec.	8	1,480	450,000	45,000	1,480	- ditto -	- ditto -	8 - ditto.
4,823	Staverton Cloth Company (Limited).	Carrying on the business of woollen cloth manufacturers at Staverton.	35, King William-street, City of London.	21 Dec.	7	352	100,000	10,000	352	- ditto -	- ditto -	7 - ditto.
4,824	Bideford Deep Sea Fishery Company (Limited).	Sea fishing - - - - -	2, Mill-street, Bideford, Devon.	21 Dec.	7	75	2,000	1,000	75	- ditto -	- ditto -	7 - ditto.
4,825	Congleton Union Cattle Club (Limited).	Mutual assurance of cattle against cattle plague or pleuro-pneumonia.	Flat-lane, Sanback, Chester.	21 Dec.	22	As this Company is limited by guarantee, there is no capital to which these headings apply.						- ditto.
4,826	Kibworth Village Hall Company (Limited).	Erecting a public hall at Kibworth.	Kibworth - Beauchamp, Leicester.	21 Dec.	7	31	500	100	31	No return	No return -	7 - ditto.
4,827	Hercules Insurance Company (Limited).	Marine and fire insurance - -	25, Cornhill, E.C. - -	22 Dec.	8	800	500,000	50,000	800	- ditto -	- ditto -	8 - ditto.
4,828	British and Continental Sugar Refining Company (Limited).	Sugar refining - - - - -	3, Royal Exchange-avenue, E.C., London.	22 Dec.	7	122	1,500,000	60,000	122	- ditto -	- ditto -	7 - ditto.
4,829	Lloyd's Cambrian Chain and Anchor Public Testing Company (Limited).	The examination and testing of chains and anchors.	21, Corn Exchange-chambers, Chester.	22 Dec.	9	260	10,000	1,000	1,000	5 - -	5,000 - -	34 Still in operation.
4,830	Northwood Colliery Company (Limited).	Mining at Northwood, Hanley, Staffordshire.	Not stated - - -	23 Dec.	7	305	10,000	100	305	No return	No return -	7 Supposed to be still in operation.
4,831	Redwood's Patents Company (Limited).	Acquiring the patent rights granted to Theophilus Redwood and others.	1, East India-avenue, Leadenhall-street, E.C. City of London.	23 Dec.	7	54	10,000	200	54	- ditto -	- ditto -	7 - ditto.
4,832	Manchester Central Exchange Company (Limited).	Erecting an exchange at Manchester.	Not stated - - -	23 Dec.	7	175	500,000	25,000	175	- ditto -	ditto -	7 - ditto.
4,833	British Poultry Producing Company (Limited).	Cultivation and sale of poultry and game.	4, Bouverie-street, Fleet-street, London.	28 Dec.	7	7	40,000	10,000	7	- ditto -	- ditto -	7 - ditto.
4,834	Great Rhosesmor Mining Company (Limited).	Mining in the county of Flint -	Not stated - - -	28 Dec.	7	350	125,000	25,000	350	- ditto -	- ditto -	7 - ditto.
4,835	British Steam Cooperage and Cask Company (Limited).	The manufacture of casks and barrels by machinery.	32 & 33, Exchange-buildings, New-street, Birmingham.	28 Dec.	7	1,200	200,000	8,000	1,200	- ditto -	- ditto -	7 - ditto.
4,836	Gas Engine Company (Limited)	Improvements for obtaining motive power.	20, Cannon street, E.C., London.	28 Dec.	7	310	100,000	5,000	310	- ditto -	- ditto -	7 - ditto.
4,837	Alexandra Steam Packet Company (Limited).	Navigation by steam and other vessels on the River Thames.	Not stated - - -	28 Dec.	7	7	60,000	3,000	7	- ditto -	- ditto -	7 - ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1865:			£.			£. s. d.	£. s. d.		
4,838	Newport Hotels Company (Limited).	Hotel keepers - - - -	Not stated - - -	29 Dec.	7	60	20,000	2,000	60	No return	No return -	7	Supposed to be still in operation.
4,839	Georgia Land and Cotton Company (Limited).	Cultivating and selling cotton in Georgia.	Not stated - - -	29 Dec.	7	190	70,000	700	190	- ditto -	- ditto -	7	- ditto.
4,840	Northern Investment and Discount Company (Limited).	Lending money, discounting bills, &c.	7, Clayton-square, Liverpool.	29 Dec.	8	322	100,000	10,000	322	- ditto -	- ditto -	8	- ditto.
4,841	Walthamstow Public Hall Company (Limited).	Providing a hall for lectures, &c.	Hebron Cottage, East Walthamstow.	30 Dec.	10	76	2,500	500	76	- ditto -	- ditto -	10	- ditto.
4,842	Swindells and Company (Limited.)	General merchants, manufacturers, and warehousemen.	Middle Pavement, Nottingham.	30 Dec.	7	320	6,000	1,200	320	- ditto -	- ditto -	7	- ditto.
4,843	Stowey and Spaxton Cattle Plague Association (Limited).	The mutual insurance of cattle from rinderpest or plague.	Chief Office: J. Trevor, solicitor, Nether Stowey, Somerset.	30 Dec.	13	800	10,000	5,000	800	- ditto -	- ditto -	13	- ditto.
4,844	Ledbury Cattle Plague Mutual Assurance Company (Limited).	The mutual insurance of cattle from plague or pleuro-pneumonia.	Not stated - - -	30 Dec.	8	314	30,000	10,000	314	- ditto -	- ditto -	8	- ditto.
4,845	West Stockton Iron Company (Limited).	Iron manufacturers - - -	Not stated - - -	30 Dec.	7	140	20,000	400	140	- ditto -	- ditto -	7	- ditto.
4,846	Carthagena Trading and Financial Company (Limited).	Trading with North and South America.	89, Foregate-street, Chester.	30 Dec.	8	550	20,000	2,000	550	- ditto -	- ditto -	8	- ditto.
				1866:									
4,847	Penson and Company (Limited)	Provision merchants - - -	112, St. John-street, Smithfield, Middlesex.	1 Jan.	7	4,050	120,000	12,000	4,050	- ditto -	- ditto -	7	- ditto.
4,848	Queen's Ferry Wire Rope Company (Limited).	The manufacture of wire ropes and cables.	32, Redcross-street, Liverpool.	1 Jan.	7	156	25,000	500	156	- ditto -	- ditto -	7	- ditto.
4,849	Carlisle Conservative Newspaper Company (Limited).	Printing and publishing a conservative newspaper at Carlisle.	Not stated - - -	1 Jan.	7	21	6,000	60	21	- ditto -	- ditto -	7	- ditto.
4,850	General Advance and Debt Recovery Company (Limited).	The advance of money and collection of debts.	21, Harp-lane, Great Tower-street, E.C.	2 Jan.	7	52	10,000	2,000	52	- ditto -	- ditto -	7	- ditto.
4,851	Whitewell Mining Company (Limited).	Mining in Yorkshire - -	Chief Office: Eastwood, Creeke, and Sandy, solicitors, Cliviger-street, Burnley.	2 Jan.	16	2,670	25,000	5,000	2,670	- ditto -	- ditto -	16	- ditto.
4,852	Lydney Carrying Company (Limited).	Carriers from Lydney to Bristol by sea.	Lydney, Gloucester -	2 Jan.	7	7	1,875	25	7	- ditto -	- ditto -	7	- ditto.
4,853	Sutton's General Carrying Company (Limited).	General carriers - - -	Not stated - - -	2 Jan.	7	120	100,000	10,000	120	- ditto -	- ditto -	7	- ditto.
4,854	Swaisland's Printing Company (Limited).	Fabric printers - - -	14, Ironmonger-lane, E.C.	2 Jan.	7	290	100,000	1,000	290	- ditto -	- ditto -	7	- ditto.
4,855	London and Merthyr Steam Coal Company (Limited).	Coal mining in the county of Glamorgan.	Not stated - - -	3 Jan.	7	1,000	20,000	1,000	1,000	- ditto -	- ditto -	7	- ditto.
4,856	New Zealand Iron and Steel Company (Limited).	Carrying out improvements in the manufacture of iron.	Allhallows Chambers, 49, Lombard-street.	3 Jan.	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
4,857	English Bank at Rio de Janeiro (Limited).	Banking in Brazil and Portugal	13, St. Helen's-place, E.C.	4 Jan.	7	7	2,000	40	7	- ditto -	- ditto -	7	- ditto.
4,858	Stafford and Eccleshall Coal Company (Limited)	Buying and selling coal, coke, lime, slates, tiles, bricks and	Market-square, Stafford	4 Jan.	7	115	5,000	1,000	115	- ditto -	- ditto -	7	- ditto.

4,860	Tetbury Mutual Cattle Assurance Association (Limited).	The mutual insurance against pleuro-pneumonia and cattle plague.											
4,861	Godstone Gas Company (Limited).	Supplying Godstone with gas -	Not stated - - -	5 Jan.	7	60	5,000	500	60	No return	No return -	7	- ditto.
4,862	Eccleshill and Bolton Gas Company (Limited).	Supplying Eccleshill and Bolton with gas.	The mill of the Eccleshill Union Mill Company, otherwise called William Womersley Thornton & Co., Eccleshill, Bradford, Yorkshire.	5 Jan.	7	231	20,000	4,000	231	- ditto -	- ditto - -	7	- ditto.
4,863	Freemasons' Club Company (Limited).	Establishing a club - - -	11, Waterloo-place, St. James's, W.	6 Jan	8	8	50,000	5,000	8	- ditto -	- ditto - -	8	- ditto.
4,864	Auvergne Spas and Mineral Waters Company (Limited).	Developing and working certain mineral springs and bathing establi-hments in France.	61, Moorgate-street -	6 Jan.	7	140	100,000	20,000	140	- ditto -	- ditto - -	7	- ditto.
4,865	National Coal Company (Limited).	Coal, iron, and mineral merchants	35, Bedford-row, Middlesex.	8 Jan.	7	72	50,000	1,000	72	- ditto -	- ditto - -	7	- ditto.
4,866	Watford Villa Company (Limited).	Erection and improvement of houses and buildings at Watford.	43, Lincoln's Inn Fields	8 Jan.	7	75	32,000	320	90 / 25	50 - - / 100 - -	5,750 - -	9	Still in operation.
4,867	Basingbourne Gas Company (Limited).	Supplying Basingbourne, Cambridgeshire, with Gas.	Chief Office: Samuel Hopkins Draper, the Cross, Basingbourne, Cambridgeshire.	9 Jan.	8	75	2,000	400	229	3 - -	439 - -	40	- ditto.
4,868	Land and Water Journal Company (Limited).	The publication of a journal or periodical paper.	80, Fleet-street, E.C. -	9 Jan.	7	39	5,000	100	39	No return	No return -	7	Supposed to be still in operation.
4,869	Arsenious and Sulphurous Ore Reduction Company (Limited).	The carrying on improvements in the treatment of sulphurous and arsenical pyrites containing copper and tin.	35, Church-street, Falmouth.	10 Jan.	7	1,018	20,000	2,000	1,018	- ditto -	- ditto - -	7	- ditto.
4,870	Blackpool Assembly and Concert Rooms Company (Limited).	Establishing a hall for balls, &c., at Blackpool.	Central Beach, Blackpool, Lancaster.	10 Jan.	8	530	10,000	2,000	530	- ditto -	- ditto - -	8	- ditto.
4,871	Ashton-in-Makerfield Gas Consumers' Company (Limited).	Supplying Ashton-in-Makerfield, with gas.	Dobbs'-court, Ashton-in-Makerfield.	10 Jan.	7	290	3,000	600	556	2 - -	1,112 - -	43	Still in operation.
4,872	George Pilkington & Company (Limited).	Distillers and rectifiers - -	25, New Cannon-street, Manchester.	10 Jan.	7	162	25,000	500	62	No return	No return -	7	Supposed to be still in operation.
4,873	Shropshire Financial Association (Limited).	Borrowing and lending money on all kinds of securities.	Chief Office: T. Fetcher, Claremont - street, Shrewsbury.	10 Jan.	7	140	2,000	400	140	- ditto -	- ditto - -	7	- ditto.
4,874	Pullan & Company (Limited) -	Tailors and drapers - - -	13, Margaret-street, Cavendish-square.	10 Jan.	7	72	2,000	400	72	- ditto -	- ditto - -	7	- ditto.
4,875	Langport Union Mutual Cattle Insurance Company (Limited).	The mutual insurance of cattle -	Chief Office: J. Louck, solicitor, Langport.	11 Jan.	As this company is limited by guarantee, it has no capital to which these headings apply							-	- ditto.
4,876	Langley Mill Steel and Iron Works Company (Limited).	Forging, rolling, and casting of iron, and the manufacture of steel.	Langley Mill, near Nottingham.	11 Jan.	7	684	20,000	2,000	684	No return	No return -	7	- ditto.
4,877	Deep Sea and Coast Fishery Company (Limited).	Sea fishing - - - - -	South Sea House, Threadneedle-street, E. C.	11 Jan	7	56	200,000	20,000	56	- ditto -	- ditto - -	7	- ditto.
4,878	Mysore Coffee Company (Limited).	Cultivating coffee in India -	9, Mincing-lane, E.C. -	13 Jan.	7	1,905	100,000	1,000	1,905	- ditto -	- ditto - -	7	- ditto.
4,879	Anglo-Hanoverian Oil Wells Company (Limited).	Dealing in petroleum, coal, and other minerals.	Not stated - - -	13 Jan.	7	70	12,000	120	70	- ditto -	- ditto - -	7	- ditto.
4,880	Liverpool and Manchester Oil Company (Limited).	Oil-seed crushers, oil refiners, and oil merchants.	Boundary-street, Liverpool.	13 Jan.	7	1,010	50,000	2,500	1,010	- ditto -	- ditto - -	7	- ditto.
4,881	Stubbs's Mercantile Offices (Limited).	Transacting the business of a trade protection office, accountants, &c.	61, Gracechurch-street, E. C.	13 Jan.	7	7	60,000	12,000	7	- ditto -	- ditto - -	7	- ditto.
4,882	Wiltshire Sack Hiring Company (Limited).	Dealing in and letting out sacks for hire.	24, Market-place, Devizes.	15 Jan.	11	2,980	50,000	5,000	2,980	- ditto -	- ditto - -	11	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1866:			£.			£. s. d.	£. s. d.		
4,883	Thorn and Creswell Colliery Company (Limited).	Working mines and collieries -	1, Castle-terrace, Haverfordwest, Pembroke.	15 Jan.	7	980	5,000	1,000	980	No return	No return -	7	Supposed to be still in operation.
4,884	Manchester and Liverpool Agency Company (Limited).	The collection of accounts, making inquiries, &c.	Not stated - - -	15 Jan.	7	9	4,000	20	9	- ditto -	- ditto -	7	- ditto.
4,885	Falmouth and Colonial Shipping Company (Limited).	Building, hiring, purchasing, and examining ships.	Not stated - - -	15 Jan.	7	7	1,000,000	100,000	7	- ditto -	- ditto -	7	- ditto.
4,886	Alliance Land, Building, and Investment Company (Limited).	Dealing in land and buildings, advancing and borrowing money on security, &c.	Bridge House-place, Newington Causeway.	15 Jan.	7	140	100,000	10,000	140	- ditto -	- ditto -	7	- ditto.
4,887	Carville Chemical Company (Limited).	Manufacturers of acids, soda, alkali, and other chemical compounds.	Bank Buildings, Newcastle-on Tyne.	16 Jan.	7	1,410	60,000	2,400	1,410	- ditto -	- ditto -	7	- ditto.
4,888	South Kensington Road Company (Limited).	The constructing a new street or road between Pont-street and Brompton-road, Middlesex.	23, Sumner-place, Brompton.	17 Jan.	7	7	350,000	35,000	7	- ditto -	- ditto -	7	- ditto.
4,889	George Mills & Company (Limited).	Fellmongers and leather dressers	Not stated - - -	17 Jan.	10	940	80,000	4,000	940	- ditto -	- ditto -	10	- ditto.
4,890	South Petherwin Alexandra Slate and Slab Company (Limited).	Working the Alexandra Slate Quarry at Petherwin, Cornwall.	Not stated - - -	17 Jan.	7	7	11,000	440	7	- ditto -	- ditto -	7	- ditto.
4,891	Birmingham and Midland Counties Land and Estate Company (Limited).	Buying and selling and dealing in houses and land.	43, Temple street, Birmingham.	17 Jan.	8	650	200,000	20,000	650	- ditto -	- ditto -	8	- ditto.
4,892	Shropshire Mining Company (Limited).	Mining in Shropshire - -	8, Northern Assurance Buildings, Tithebarn-street, Liverpool.	18 Jan.	7	132	32,000	512	132	- ditto -	- ditto -	–	- ditto.
4,893	Leeds and Yorkshire Land, Building, and Investment Company (Limited).	Carrying on the business of a land, building, advance, investment, and banking company.	17, East Parade, Leeds -	18 Jan.	7	550	250,000	25,000	550	- ditto -	- ditto -	7	- ditto.
4,894	Beddgelert Slate Company (Limited).	Carrying on slate quarries and works in North Wales.	Gerriant, Beddgelert, Merioneth.	18 Jan.	8	8	50,000	50	8	- ditto -	- ditto -	8	- ditto.
4,895	Ormskirk and West Lancashire Farmers, Cattle, and Life Insurance Association (Limited).	Cattle and life insurance - -	Railway-road, Ormskirk	19 Jan.	7	297	100,000	20,000	297	- ditto -	- ditto -	7	- ditto.
4,896	Twickenham Hotel and Villa Company (Limited).	Erecting and letting hotels and houses in Middlesex.	43, Lincoln's-inn-Fields	19 Jan.	7	7	50,000	10,000	7	- ditto -	- ditto -	7	- ditto.
4,897	Imperial Land Company of Marseilles (Limited).	Buying and building on land in Marseilles.	10, St. Swithin's-lane -	19 Jan.	9	450	1,600,000	80,000	450	- ditto -	- ditto -	9	- ditto.
4,898	North Hendre Mining Company (Limited).	Lead mining in Flintshire - -	Not stated - - -	19 Jan.	7	1,527	25,000	5,000	1,527	- ditto -	- ditto -	7	- ditto.
4,899	Carlisle Confectionary Company (Limited).	Confectioners - - - - -	Not stated - - -	19 Jan.	9	255	10,000	1,000	255	- ditto -	- ditto -	9	- ditto.
4,900	Notting Hill and Bayswater Proprietary School Company (Limited).	Carrying on a school for boys -	9, St. Anne's-road, Notting-hill.	19 Jan.	7	46	2,500	500	46	- ditto -	- ditto -	7	- ditto.
4,901	East Rosedale Iron Company (Limited).	Carrying on mining or quarrying operations in York or Dur-	East Rosedale Iron Mines	20 Jan.	8	210	100,000	5,000	210	- ditto -	- ditto -	8	- ditto.

	Company (Limited).											
4,903	Bucks and Oxon Union Bank (Limited).	Banking generally - - -	The Bank, Market-place, Buckingham.	20 Jan.	7	8,000	600,000	24,000	8,000	- ditto -	- ditto -	7	- ditto.
4,904	Worcester Chambers Company (Limited).	Building and letting chambers at Worcester.	15, Foregate-street, Worcester.	22 Jan.	7	350	10,000	1,000	350	- ditto -	- ditto -	7	- ditto.
4,905	Southwark Discount and Investment Company (Limited).	Lending and investing money -	11, Cannon-street West, E.C.	22 Jan.	20	469	10,000	5,000	469	- ditto -	- ditto -	20	- ditto.
4,906	Bellstone Slate Company (Limited).	Quarrying for slate and stone -	18, New Bridge-street, E.C.	22 Jan.	7	35	50,000	10,000	35	- ditto -	- ditto -	7	- ditto.
4,907	Antwerp, Tournai, and Donai Railway Contract Company (Limited).	Working railways in Belgium -	Not stated - -	23 Jan.	11	6,011	300,000	15,000	6,011	- ditto -	- ditto -	11	- ditto.
4,908	London Asiatic and American Company (Limited).	Merchants, commission agents, and brokers.	Not stated - - -	24 Jan.	7	16,500	1,000,000	50,000	16,500	- ditto -	- ditto -	7	- ditto.
4,909	Gothic Silver Lead Mining Company.	Working mines in South Wales or elsewhere.	Royal Insurance Buildings, King-street, Manchester.	24 Jan.	8	50	15,000	6,000	50	- ditto -	- ditto -	8	- ditto.
4,910	Croydon Labourers' Improvement Society (Limited).	The erection of improved dwellings for the working classes at Croydon.	18, St. John's-road, Croydon, Surrey.	24 Jan.	7	44	5,000	500	44	- ditto -	- ditto -	7	- ditto.
4,911	Florence Land and Public Works Company (Limited).	Carrying out improvements in Florence.	Not stated - - -	25 Jan.	7	400	5,000,000	25,000	400	- ditto -	- ditto -	7	- ditto.
4,912	West Surrey Gas Products Conversion Company (Limited).	The manufacturing of tar and ammonial products, from gas products.	Not stated - - -	25 Jan.	7	400	10,000	1,000	410	- ditto -	- ditto -	7	- ditto.
4,913	South London Coal Company (Limited).	Coal merchants - - -	Not stated - - -	26 Jan.	7	200	5,000	1,000	200	- ditto -	- ditto -	7	- ditto.
4,914	London and County General Agency Association (Limited).	Borrowing and lending money on security, banking house and estate agency.	196, Strand - - -	26 Jan.	7	52	100,000	10,000	52	- ditto -	- ditto -	7	- ditto.
4,915	Weymouth Gas Consumers' Company (Limited).	The manufacture and sale of gas.	175, St, Thomas-street, Weymouth.	26 Jan.	119	1,004	20,000	2,000	1,004	- ditto -	- ditto -	119	- ditto.
4,916	Ipswich Temperance Hotel Company (Limited).	Establishing temperance hotels at Ipswich.	2, Princes-street, Ipswich.	29 Jan.	10	31	2,500	50	31	- ditto -	- ditto -	10	- ditto.
4,917	Pestarena Gold Mining Company (Limited).	Gold mining in Italy - -	Not stated - - -	30 Jan.	7	650	150,000	30,000	650	- ditto -	- ditto -	7	- ditto.
4,918	British and Continental Jute and Flax Works Company (Limited).	To purchase and carry on certain jute works.	2, Ingram-court, Fenchurch street.	30 Jan.	7	7	200,000	8,000	7	- ditto -	- ditto -	7	- ditto.
4,919	West Llyn-y-Pandy Mining Company (Limited).	Working certain mines, situate at Llyn-y-Pandy in the parish of Celcen, Flintshire.	"City Arms" Inn, Minera, Wrexham, Denbighshire.	31 Jan.	11	481	10,000	2,000	481	- ditto -	- ditto -	11	- ditto.
4,920	Ipstones Park Colliery Company (Limited).	Mining for iron, stone, and other minerals, and the manufacturing and selling iron, &c.	11, Westwood terrace, Leeke, Staffordshire.	31 Jan.	7	525	10,500	1,050	525	- ditto -	- ditto -	7	- ditto.
4,921	Universal Company for the Promotion of Industry and Commerce (Limited).	The examination and getting up of all financial, industrial, and commercial operations and undertakings for public works, &c.	6, East India Avenue, London.	1 Feb.	7	390	100,000	5,000	390	- ditto -	- ditto -	-	- ditto.
4,922	Koomtage Tea Company of Assam (Limited).	Tea cultivation in Assam or elsewhere in British India.	36, Cornhill - - -	1 Feb.	7	7	150,000	10,000	7	- ditto -	- ditto -	7	- ditto.
4,923	Midland Financial Company (Limited).	Advancing money on security and promoting financial undertakings.	Athenæum Buildings, Temple-row, Birmingham.	2 Feb.	7	750	500,000	20,000	750	- ditto -	- ditto -	7	- ditto.
4,924	Soho Loan Company (Limited)	To loan money at interest to be repaid by weekly instalments.	7, Moor-street, Soho, Middlesex.	2 Feb.	7	86	500	100	86	- ditto -	- ditto -	7	- ditto.
4,925	Oriental Telegraph Company (Limited).	Constructing lines of telegraph between England and India, and elsewhere.	Not stated - - -	2 Feb.	7	7	2,000	200	7	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1866:			£.			£.	£. s. d.		
4,926	Aketon Colliery Company (Limited).	Purchasing, letting, or working colliery properties in Yorkshire and elsewhere in England.	37, Cursitor-street, W.C.	2 Feb.	7	2,100	30,000	3,000	2,100	No return	No return -	7	Supposed to be still in operation.
4,927	Blackpool and Southport Real Estate and Property Company (Limited).	Purchasing land at Southport, and improving and letting same for building purposes.	108, King-street, Manchester.	2 Feb.	8	80	100,000	10,000	80	- ditto -	- ditto -	8	- ditto.
4,928	Naples Colour Company (Limited).	To carry on certain colour, emery, and mastic works at Naples.	23, Great St. Helen's, E.C.	3 Feb.	7	7	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.
4,929	Martin Hall & Company (Limited).	To purchase and carry on the business of Messrs. Martin & Hall, silversmiths, electro-platers, &c.	Not stated - - -	3 Feb.	7	850	150,000	1,500	850	- ditto -	- ditto -	7	- ditto.
4,930	Pant-y ne Lead Mining Company (Limited).	Lead mining in the parishes of Holywell and Whitford, in the county of Flint.	Not stated - - -	5 Feb.	7	144	1,500	300	144	- ditto -	- ditto -	7	- ditto.
4,931	Anglo-Indian Cotton Ginning and Oil Company (Limited).	The ginning of cotton in India; manufacturing of oil from seeds, grinding corn, &c.	Not stated - - -	5 Feb.	7	320	50,000	5,000	320	- ditto -	- ditto -	7	- ditto.
4,932	Winchester Masonic Hall Company (Limited).	To acquire a building for the use of Lodge 76 of Free and Accepted Masons.	83A, High-street, Winchester.	5 Feb.	7	29	1,000	200	29	- ditto -	- ditto -	7	- ditto.
4,933	British Apiarian Cottage Improvement Society (Limited).	The promoting and carrying on the culture of the honey-bee throughout the kingdom.	Not stated - - -	5 Feb.	7	133	25,000	25,000	133	- ditto -	- ditto -	7	- ditto.
4,934	Emsworth Oyster Farming Company (Limited).	Oyster fishing - - - -	1, St. Peter's-square, Emsworth, Hants.	5 Feb.	7	305	20,000	2,000	305	- ditto -	- ditto -	7	- ditto.
4,935	Stavely, near Kendal, Gas Company (Limited).	Lighting Stavely, in the parish of Kendal, with gas.	School-room, Stavely, near Kendal.	5 Feb.	40	300	1,500	300	300	- ditto -	- ditto -	40	- ditto.
4,936	British Electic Medical Publishing Company (Limited).	Printing and publishing journals or newpapers, and other works.	17, Vicar-lane, Leeds, Yorkshire.	5 Feb.	7	35	500	500	35	- ditto -	- ditto -	7	- ditto.
4,937	Mont Cenis Railway Company (Limited).	To construct a railway over the pass of Mont Cenis to connect the railways of France with the railways of Italy.	13, Gresham-street, E.C.	7 Feb.	7	350	250,000	12,500	350	- ditto -	- ditto -	7	- ditto.
4,938	Buitron and Hueloa Railway and Mineral Company (Limited).	Acquiring and working certain mines at Buitron in the province of Hueloa, South Spain, and making a railway from the mine to the Port of Hueloa.	The Avenue, Mincing-lane, E.C.	7 Feb.	7	13	200,000	200	13	- ditto -	- ditto -	7	- ditto.
4,939	Somerby Gas Light and Coke Company (Limited).	Supplying Somerby, in the county of Leicester, with gas	Gasworks, Somerby, Leicester.	7 Feb.	13	123	1,000	200	123	- ditto -	- ditto -	13	- ditto.
4,940	Imperial Land Credit Corporation (Limited).	Dealing in land and estates in England or elsewhere.	Not stated - - -	8 Feb.	7	350	250,000	25,000	350	- ditto -	- ditto -	7	- ditto.

4,943	Tenbury, Wells, Hotel and Boarding House Company (Limited).	The conduct of hotel and public-house businesses, and in the first instance the conduct of the "Swan Hotel" and Boarding-house at Burford, near Tenbury.	Mr. Norris's, Terne-street, Tenbury.	8 Feb. -	7	150	5,000	500	150	- ditto -	- ditto -	7 - ditto.
4,944	Gilcrux Colliery Company (Limited).	To acquire and work any collieries or mines, or quarries of limestone, &c.	Not stated - - -	9 Feb. -	7	735	35,000	700	735	- ditto -	- ditto -	7 - ditto.
4,945	Centre Rail Locomotive and Railway Company (Limited).	Acquiring and working certain patents relating to the construction and working of locomotives, &c.	Not stated - - -	10 Feb. -	7	720	50,000	2,500	720	- ditto -	- ditto -	7 - ditto.
4,946	Dover Land and Estates Company (Limited).	Purchasing land and letting same for building, &c.	2, Townwall-street, Dover, Kent.	12 Feb. -	7	141	10,000	1,000	141	- ditto -	- ditto -	7 - ditto.
4,947	Cheltenham Newspaper Company (Limited).	To publish a newspaper at Cheltenham, and to carry on the business of printing and publishing.	Not stated - - -	12 Feb. -	7	23	1,000	200	23	- ditto -	- ditto -	7 - ditto.
4,948	Ipswich Newspaper and Printing Company (Limited).	Publishing one or more newspapers at Ipswich, and carrying on the business of printing and publishing.	Not stated - - -	12 Feb. -	7	24	5,000	200	24	- ditto -	- ditto -	7 - ditto.
4,949	Machyny's Iron and Tinplate Company (Limited).	Manufacturing boilery plates, sheets, ship-plates, and other sorts of iron.	Care of Mr. J. Maybery, Greenfield-place, Llanelly, Carmarthen.	13 Feb. -	12	42	15,000	300	42	- ditto -	- ditto -	12 - ditto.
4,950	South Buckley Coal and Fire-brick Company (Limited).	Coal mining, brick, and tile making.	163, Ancroft-street, Albert-square, Manchester.	14 Feb. -	7	235	50,000	5,000	235	- ditto -	- ditto -	7 - ditto.
4,951	Brighouse Town Hall Company (Limited).	Building a town hall at Brighouse, Yorkshire.	Upper Bonegate, Brighouse.	14 Feb. -	12	2,475	7,000	7,000	2,475	- ditto -	- ditto -	12 - ditto.
4,952	Anglo-African Trading Company (Limited).	Traders and merchants between England and Africa.	7, East India Avenue, Leadenhall-street.	14 Feb. -	7	795	250,000	5,000	795	- ditto -	- ditto -	7 - ditto.
4,953	Hollybush Colliery and Coke Works Company (Limited).	Mining for coal, clay, and iron-stone, and the manufacture of coke.	8, Austinfriars, E.C. -	14 Feb. -	7	175	20,000	4,000	175	- ditto -	- ditto -	7 - ditto.
4,954	Cannock Brick and Tile Company (Limited).	The purchase and dealing in brick, tiles, &c.	Rumour-hill, Cannock, Stafford.	14 Feb. -	7	283	5,000	1,000	283	- ditto -	- ditto -	7 - ditto.
4,955	West London Commercial Bank (Limited).	Banking - - - - -	179, Sloane-street, Chelsea.	15 Feb. -	7	1,000	250,000	25,000	1,000	- ditto -	- ditto -	7 - ditto.
4,956	London Lac-Dye and Shellac Company (Limited).	The importation and manufacture of stick lac.	6, Old Jewry, E.C. -	15 Feb. -	7	82	4,000	400	82	- ditto -	- ditto -	7 - ditto.
4,957	Exchange and Discount Bank (Limited).	Banking - - - - -	Park-row, Leeds - -	15 Feb. -	7	5,700	200,000	20,000	5,700	- ditto -	- ditto -	7 - ditto.
4,958	Fairfield and Buxton Waterworks Company (Limited).	Supplying Fairfield and Buxton with water.	The Endowed School-rooms, Fairfield, near Buxton-by-Stockport.	15 Feb. -	12	74	6,000	2,000	74	- ditto -	- ditto -	12 - ditto.
4,959	Puddled Bar Iron Company (Limited).	The manufacture of iron - -	Not stated - - -	15 Feb. -	8	340	25,000	2,500	340	- ditto -	- ditto -	8 - ditto.
4,960	Clee Mills Mining Company (Limited).	Purchasing and working certain mines, situate on the Clee Hills, in the counties of Salop and Hereford.	14, Foregate-street, Worcester.	17 Feb. -	7	1,999	50,000	5,000	1,999	- ditto -	- ditto -	7 - ditto.
4,961	John-street and General House and Land Investment Company (Limited).	Acquiring by purchase, or otherwise, real property, in the county of Middlesex, and improving, leasing, and selling same.	17, Lincoln's-Inn-Fields	16 Feb. -	7	36	20,000	400	36	- ditto -	- ditto -	7 - ditto.
4,962	Canada West Land and Petroleum Company (Limited).	Searching for, working, and disposing of oil and petroleum in Canada.	17, Leadenhall-street, E.C.	16 Feb. -	7	250	50,000	2,500	250	- ditto -	- ditto -	7 - ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued*.

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	In England—*continued*.			1866:			£.			£. s. d.	£. s. d.		
4,963	Paris Coal Supply and Freight Company (Limited).	Conveyance of coals to Rouen and Paris, and the conveyance of goods and merchandise as return freights from those places to London, Newcastle, &c.	Not stated - - -	16 Feb.	7	7	500,000	25,000	7	No return	No return -	7	Supposed to be still in operation.
4,964	Exe Bight Oyster Fishery and Pier Company (Limited).	To erect a pier at the pier in the River Exe, and laying down and cultivating oyster beds.	4, Victoria-street, Westminster.	17 Feb.	7	7	60,000	6,000	7	- ditto -	- ditto -	7	- ditto.
4,965	Thorn Mill Spinning Company (Limited).	Cotton spinning and manufacturing.	Not stated - - -	17 Feb.	7	11	20,000	80	11	- ditto -	- ditto -	7	- ditto.
4,966	Imperial Slate Company (Limited).	Slate quarrying in North Wales -	Lanybourne Chambers, 16½, Fenchurch.	17 Feb.	7	19	150,000	6,000	19	- ditto -	- ditto -	7	- ditto.
4,967	Saint Helen's Copper Company (Limited).	Smelters and manufacturers of ore and metals.	Central Chambers-street, Liverpool.	17 Feb.	11	1,000	100,000	1,000	1,000	- ditto -	- ditto -	11	- ditto.
4,968	Emperor's Wine Company (Limited).	Wine merchants - - -	7, Upper Thames-street, E.C.	19 Feb.	7	7	12,000	600	7	- ditto -	- ditto -	7	- ditto.
4,969	Civil Service Co-operative Society (Limited).	Supplying its members with provisions, &c. at reduced rates.	17, St. Alban's-place, St. James'.	19 Feb.	8	8	5,000	1,000	8	- ditto -	- ditto -	8	- ditto.
4,970	Bratsberg Mining Company (Limited).	Miners, smelters, engineers, founders, timber merchants, fish merchants, and general contractors.	4, Trafalgar-square, W.C.	19 Feb.	7	226	30,000	300	226	- ditto -	- ditto -	7	- ditto.
4,971	Bideford Public Rooms Company (Limited).	To establish public reading and other rooms at Bideford.	Bath House, Bideford -	19 Feb.	8	49	3,000	600	49	- ditto -	- ditto -	8	- ditto.
4,972	Metropolitan Meat Company (Limited).	Supplying meat to the various districts of the metropolis.	Not stated - - -	20 Feb.	7	21	30,000	3,000	21	- ditto -	- ditto -	7	- ditto.
4,973	Machine Brush Making Company (Limited).	Brush making by machinery -	1, Frederick-place, Old Jewry.	20 Feb.	7	70	100,000	20,000	70	- ditto -	- ditto -	7	- ditto.
4,974	Builders' Trade Circular Company (Limited).	To publish a paper to be called "The Builder's Trade Circular."	32, Cannon-street, Birmingham.	20 Feb.	8	270	10,000	10,000	270	- ditto -	- ditto -	8	- ditto.
4,975	Baslow Gaslight and Coke Company (Limited).	Supplying Baslow, in the county of Derby, with gas.	Baslow, Bakewell, Derby	20 Feb.	9	350	1,500	1,500	350	- ditto -	- ditto -	9	- ditto.
4,976	Gravesend Alexandra Hotel Company (Limited).	To form and carry on the business of an hotel and tavern keeper at Gravesend.	Not stated - - -	20 Feb.	7	112	100,000	10,000	112	- ditto -	- ditto -	7	- ditto.
4,977	Manchester Finance Corporation (Limited).	Bankers, and financial agents -	Not stated - - -	21 Feb.	7	157	250,000	25,000	157	- ditto -	- ditto -	7	- ditto.
4,978	National Meat Consumers' Company (Limited).	Supplying London and other large provincial cities with meat, &c.	75, Cannon-street, West	- -	7	7	50,000	10,000	7	- ditto -	- ditto -	7	- ditto.
4,979	Midland Counties Iron Ore Company (Limited).	To carry on the business of miners, smelters, engineers, iron masters, &c.	Glueman Gate, Chesterfield.	21 Feb.	7	175	25,000	250	175	- ditto -	- ditto -	7	- ditto.
4,980	Frazers, Roberts, & Company (Limited).	To purchase and carry on the iron works of Messrs. Frazers,	Newcastle Chair, Quayside, Newcastle-on-	21 Feb.	7	123	60,000	240	123	- ditto -	- ditto -	7	- ditto.

		of Messrs. Harwood & Hatcher, at Northfleet, Kent.										
4,982	South Metropolitan Co-operative Coal Company (Limited.	Supplying coals to the members of the company and others.	21, Great Knightrider-street, E.C.	22 Feb.	8	73	25,000	25,000	73	- ditto -	- ditto -	8 - ditto.
4,983	Bisphane Delf Company (Limited).	Working the quarries of stone, flag and slate known as the Bisphane and Smethurst delfs, near Wigan, in Lancashire.	Bisphane Within Billinge, Higher End, near Wigan.	22 Feb.	7	93	5,000	500	93	- ditto -	- ditto -	7 - ditto.
4,984	Bankhall Oil and Chemical Works (Limited).	To purchase and carry on the manufactory and works of Mr. R. P. Thacker at Bank Hall Bridge, Canada Docks, Liverpool.	9, North John-street, Liverpool.	22 Feb.	7	455	15,000	3,000	455	- ditto -	- ditto -	7 - ditto.
4,985	Greenbank Alkali Company (Limited).	To carry on the business of a manufacturing chemist in all its branches.	St. Helen's, Lancaster -	22 Feb.	7	2,300	15,000	3,000	2,300	- ditto -	- ditto -	7 - ditto.
4,986	Gwernor Slate Quarry Company (Limited).	Slate quarrying in the Vale of Nantle, in the county of Carnarvon.	40, North John-street, Liverpool.	23 Feb.	7	1,695	50,000	10,000	1,695	- ditto -	- ditto -	7 - ditto.
4,987	Leeswood Main Coal Cannel and Oil Company (Limited).	Acquiring and working the Leeswood Main Coal Colliery at Mold, in the county of Flint.	Leeswood, Mold, Flint -	23 Feb.	7	2,550	60,000	6,000	2,550	- ditto -	- ditto -	7 - ditto.
4,988	London, Fecamp, and Havre Steam Navigation Company (Limited).	Steam navigation between Havre and Fecamp and London, and other ports in Great Britain.	Fenchurch-street, E.C., London.	24 Feb.	7	80	25,000	5,000	80	- ditto -	- ditto -	7 - ditto.
4,989	Gas, Heat, and Pure Light Company (Limited).	To purchase and work certain patents for the manufacture of inflammable gases.	Not stated - - -	24 Feb.	7	24	6,000	2,000	24	- ditto -	- ditto -	7 - ditto.
4,990	Hemel Hempstead Waterworks and Laundry Company (Limited).	Supplying the town of Hemel Hempstead with water, baths, washhouses, &c.	Hemel Hempstead, Herts	24 Feb.	7	505	9,000	900	505	- ditto -	- ditto -	7 - ditto.
4,991	Railway Construction Company (Limited).	Construction, establishing, maintaining of railways, tramways, &c., in the United Kingdom and abroad.	8, New Broad-street, E.C.	24 Feb.	7	275	100,000	10,000	275	- ditto -	- ditto -	7 - ditto.
4,992	Thaxted Consumers' Gas Company (Limited).	Supplying Thaxted, in the county of Essex, with gas.	Thaxted, Essex - -	26 Feb.	7	39	2,000	400	39	- ditto -	- ditto -	7 - ditto.
4,993	Red Hill Meat and General Provision Company (Limited).	Supplying provisions to the inhabitants of Red Hill and neighbourhood.	Station-road, Red Hill -	26 Feb.	15	80	1,000	1,000	80	- ditto -	- ditto -	15 - ditto.
4,994	Raunds Gas Light and Coke Company (Limited).	Supplying Raunds, in the county of Northampton, with gas.	Raunds - - -	26 Feb.	12	166	2,500	250	166	- ditto -	- ditto -	12 - ditto.
4,995	London Central Painters' Hall Company (Limited).	To provide a trades hall library and reading room for the use of painters and other trades.	39, Upper John-street, Fitzroy square.	26 Feb.	13	23	2,000	2,000	23	- ditto -	- ditto -	13 - ditto.
4,996	Oxford Building and Investment Company (Limited).	Buying land and improving same by building or otherwise, and letting or selling the same.	6, St. Aldate's-street, Oxford.	26 Feb.	7	200	25,000	5,000	200	- ditto -	- ditto -	7 - ditto.
4,997	Bolton Finance and Building Company (Limited).	Buying land, houses, &c., and improving, letting, or selling the same.	Not stated - - -	27 Feb.	7	170	20,000	4,000	170	- ditto -	- ditto -	7 - ditto.
4,998	Imperial Cake and Cattle Food Company (Limited).	The manufacture and sale of linseed and other feeding cakes.	Not stated - - -	28 Feb.	7	240	20,000	4,000	240	- ditto -	- ditto -	7 - ditto.
4,999	Sileby Gaslight and Coke Company (Limited).	Supplying the village of Sileby, in the county of Leicester, with gas.	Sileby, Leicestershire -	28 Feb.	8	109	2,000	800	109	- ditto -	- ditto -	8 - ditto.
5,000	Bridgnorth Agricultural Hall and Corn Exchange Company (Limited).	To provide a hall and corn exchange at Bridgnorth.	Not stated - - -	1 Mar.	7	355	3,000	3,000	355	- ditto -	- ditto -	7 - ditto.

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	In England—*continued.*			1866:			£.			£. s. d.	£. s. d.		
5,001	Isle of Wight Estates Company (Limited).	Dealing in land and house property.	Not stated - - -	1 Mar.	8	200	250,000	25,000	200	No return	No return -	8	Supposed to be still in operation.
5,002	North Atlantic Telegraph Company (Limited).	Telegraphic communication between London and North America, *viâ* Ireland and Greenland.	140, Gresham House, London, E.C.	1 Mar.	6	30	2,000,000	100,000	30	- ditto -	- ditto - -	6	- ditto.
5,003	Leicester Mortgage Company (Limited).	Lending money on freehold property in Leicester.	Not stated - - -	1 Mar.	7	240	50,000	2,500	240	- ditto -	- ditto - -	7	- ditto.
5,004	Snowdon Mining Company (Limited).	Mining for copper, tin, or lead at Beddgelert, in the county of Carnarvon.	41, High-street, Bangor	2 Mar.	7	21	2,000	40	21	- ditto -	- ditto - -	7	- ditto.
5,005	Progressive Investment and Discount Company (Limited).	Lending money on freehold and personal property of every kind.	495, Old Kent-road, S.E.	2 Mar.	8	90	20,000	4,000	90	- ditto -	- ditto - -	8	- ditto.
5,006	Prosperous Assurance Company (Limited).	Life assurance benefit and endowment.	38, St. Ignatius-square, Preston.	2 Mar.	7	50	10,000	10,000	50	- ditto -	- ditto - -	7	- ditto.
5,007	Swedish Timber Company (Limited).	To acquire and carry on the business of a company established in Sweden, and known as the "Laholm Saw Mills Share Company (Limited)."	Not stated - - -	3 Mar.	7	200	200,000	20,000	200	- ditto -	- ditto - -	7	- ditto.
5,008	Anglo-American Telegraph Company (Limited).	To establish telegraphic communication between Great Britain and America.	- ditto - - -	3 Mar.	7	305	600,000	60,000	305	- ditto -	- ditto - -	7	- ditto.
5,009	Victoria Colliery Company (Limited).	To purchase and work the Victoria Colliery at Rainford, in the county of Lancaster.	10, Old Hall, Old Hall-street, Liverpool.	5 Mar.	31	250	25,000	250	250	- ditto -	- ditto - -	31	- ditto.
5,010	Marshall's Fibre Company (Limited).	The manufacture of fibres - -	173, Fenchurch-street, E.C.	5 Mar.	7	7	50,000	2,500	7	- ditto -	- ditto - -	7	- ditto.
5,011	Stoke Tesselated Tile and Pottery Company (Limited).	The manufacture of tile and pottery ware.	13, Clement's-lane, Lombard street.	6 Mar.	7	7	40,000	8,000	7	- ditto -	- ditto - -	7	- ditto.
5,012	New Surrey Theatre Company (Limited).	Carrying on the New Surrey Theatre.	38, Gracechurch-street, London.	6 Mar.	7	135	15,000	1,500	135	- ditto -	- ditto - -	7	- ditto.
5,013	Kirton Consumers' Gas Company (Limited).	Supplying Kirton, Lincoln, with gas.	Not stated - - -	7 Mar.	7	31	2,000	400	31	- ditto -	- ditto - -	7	- ditto.
5,014	Mosslee, Froghall, Iron Ore Company (Limited).	Mining at Mosslee, in Staffordshire.	73, Old Broad-street, E.C.	7 Mar.	7	250	7,500	300	250	- ditto -	- ditto - -	7	- ditto.
5,015	Cornish Provident Institution (Limited).	Life and other insurance, and banking.	35, Church-street, Falmouth.	7 Mar.	7	140	30,000	6,000	140	- ditto -	- ditto - -	7	- ditto.
5,016	Yorkshire Conservative Newspaper Company (Limited).	Establishing a Conservative newspaper in Yorkshire.	4, Change court, Albion-street, Leeds.	8 Mar.	10	340	50,000	5,000	340	- ditto -	- ditto - -	10	- ditto.
5,017	Central Glamorgan Newspaper Company (Limited).	Printers and publishers - -	3, Queen-street, Bridgend, Glamorgan.	8 Mar.	7	27	1,000	200	27	- ditto -	- ditto - -	7	- ditto.
5,018	Graphotyping Company (Limited).	Carrying on the graphotyping and engraving business.	13, Moorgate-street, E.C.	8 Mar.	7	70	100,000	10,000	70	- ditto -	- ditto - -	7	- ditto.
5,019	Wigan and Welsh Coal Company.	Dealing in coal, cannel, shale, &c.	9, Drury-buildings 23, Water-street, Liverpool.	8 Mar.	7	1,500	30,000	3,000	1,500	- ditto -	- ditto - -	7	- ditto.

	Company (Limited).	axles, wheels, tyres, &c.	Birmingham.										
5,022	Haydon Bridge Iron Company (Limited).	Iron and brass founders, and merchants.	Haydon Bridge, Haydon, Northumberland.	8 Mar.	7	17	5,000	100	17	- ditto -	- ditto -	7	- ditto.
5,023	South Western Villa Residences Company (Limited).	Building and letting houses, &c., in Surrey and Middlesex.	37, Cursitor-street, E.C.	10 Mar.	7	70	20,000	200	70	- ditto -	- ditto -	7	- ditto.
5,024	Welsh Coal and Mineral Oil Company (Limited).	Mining for coal, &c., in Flintshire.	Not stated - - -	10 Mar.	7	3,450	100,000	20,000	3,450	- ditto -	- ditto -	7	- ditto.
5,025	W. B. Holdsworth & Co., of Hounslet, Leeds (Limited).	Flax spinners and thread manufacturers.	Atkinson-street, Hunslet, Leeds.	12 Mar.	7	600	150,000	15,000	600	- ditto -	- ditto -	7	- ditto.
5,026	Mines Purchase and Finance Company (Limited).	To carry on mining operations -	1, St. Michael's-alley, E.C.	12 Mar.	7	4,010	15,000	60,000	4,010	- ditto -	- ditto -	7	- ditto.
5,027	Matlock Bridge Hotel and Market Hall Company (Limited).	To erect an hotel, market hall, and assembly rooms at Matlock.	Matlock-bridge, Derbyshire.	12 Mar.	7	115	10,000	2,000	115	- ditto -	- ditto -	7	- ditto.
5,028	North West of Ireland Deep Sea Fishery Company (Limited).	Deep sea fishing - - -	47, Moorgate-street, E.C.	13 Mar.	7	1,150	50,000	5,000	1,150	- ditto -	- ditto -	7	- ditto.
5,029	Holywell Oxford Racquet and Fives Court Company (Limited).	To erect and carry on a racquet court and fives court.	93, Holywell - street, Oxford.	13 Mar.	7	40	5,000	100	40	- ditto -	- ditto -	7	- ditto.
5,030	Imperial Welsh Slate Company (Limited).	Slate Quarrying - - -	1, Crown-court, Threadneedle-street, E.C.	13 Mar.	7	25	35,000	7,000	25	- ditto -	- ditto -	7	- ditto.
5,031	West Festiniog Slate Company (Limited).	Slate quarrying in the county of Merioneth.	Not stated - - -	13 Mar.	7	35	120,000	12,000	35	- ditto -	- ditto -	7	- ditto.
5,032	English and General Gas Company (Limited).	Supplying Victoria, in the Kingdom of Spain, and other places with gas.	4, Trafalgar - square, Charing Cross.	14 Mar.	7	891	12,000	1,200	891	- ditto -	- ditto -	7	- ditto.
5,033	Whitehall Engineering Company (Limited).	To purchase and carry on the Whitehall engineering works at Leeds, in the county of York.	35, King William-street, E.C.	14 Mar.	15	1,415	100,000	10,000	1,415	- ditto -	- ditto -	15	- ditto.
5,034	Australian Tontine Society (Limited).	The purchasing and improving a block of land near Newcastle, in New South Wales.	10, Paternoster-row, E.C.	14 Mar.	7	7	40,000	400	7	- ditto -	- ditto -	7	- ditto.
5,035	Shelf Omnibus and Cab Company (Limited).	Conveyance of passengers and goods in cabs, omnibuses, &c.	Duke William, jun., Shelf, near Halifax, York.	14 Mar.	7	175	2,000	2,000	175	- ditto -	- ditto -	7	- ditto.
5,036	Electro Metal Deposit Company (Limited).	To carry on the business of electro metal depositors.	25, Mill-street, Ancoats, Manchester.	14 Mar.	10	190	20,000	200	190	- ditto -	- ditto -	10	- ditto.
5,037	Bristol and Forest of Dean Carrying Company (Limited).	Conveyance of goods in ships, boats, wagons, or other conveyances.	8, Cookson - terrace, Lydney, Gloucestershire.	15 Mar.	9	42	2,000	400	42	- ditto -	- ditto -	9	- ditto.
5,038	Aberthaw Blue Lias, Lime, Cement, and Brick Company (Limited).	To purchase and carry on a lime and cement business, situate at Ladyhill, near Newport.	Not stated - - -	16 Mar.	7	7	30,000	6,000	7	- ditto -	- ditto -	7	- ditto.
5,039	Welsh Colonising and General Trading Company (Limited).	Carrying passengers and goods to the Welsh Colony in Patagonia, and trading with the said Colony.	24, St. Werburgh-street, Chester.	16 Mar.	7	48	50,000	5,000	48	- ditto -	- ditto -	7	- ditto.
5,040	Rosherville Hotel Company (Limited).	To purchase and carry on the Rosherville Hotel and gardens near Gravesend.	Rosherville Hotel, Northfleet.	17 Mar.	7	316	30,000	3,000	316	- ditto -	- ditto -	7	- ditto.
5,041	Freehold Land Company of England (Limited).	Dealing in land, tenements and hereditaments in the United Kingdom.	The Grove, Stratford, E.	19 Mar.	9	270	60,000	6,000	270	- ditto -	- ditto -	9	- ditto.
5,042	Gloucestershire Paper Company (Limited).	Paper making - - - -	5, Market place, Reading, Berks.	19 Mar.	9	105	10,000	200	105	- ditto -	- ditto -	9	- ditto.
5,043	United English and Scottish Life Insurance Company (Limited).	Life insurance - - - -	51, Threadneedle-street, E.C.	19 Mar.	7	7	500,000	50,000	7	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1866:			£.			£. s. d.	£. s. d.		
5,044	South London Co-operative Building Company (Limited).	Building shops and houses at Lower Norwood, and letting or selling the same	Lower Norwood Institute, Lower Norwood, in the County of Surrey.	19 Mar.	7	60	10,000	1,000	60	No return	No return	7	Supposed to be still in operation.
5,045	Eagle Edge Tool Company (Limited).	The manufacture of edge tools	The Works, Monmore Green, Wolverhampton.	19 Mar.	7	360	10,000	1,000	360	ditto	ditto	7	ditto.
5,046	Barkway (Hertfordshire) Gas Company (Limited).	Supplying Barkway with Gas	Mr. Baker's, Barkway, Herts.	20 Mar.	7	63	2,000	400	63	ditto	ditto	7	ditto.
5,047	San Guillerino Company (Limited).	Sheep farming and stock keeping in South America.	Not stated	20 Mar.	7	232	66,000	1,320	332	ditto	ditto	7	ditto.
5,048	Leeds Theatre and Opera Company (Limited).	To erect a theatre, opera house, shops, &c., at Leeds.	32, Park-road, Leeds	20 Mar.	7	77	15,000	1,500	77	ditto	ditto	7	ditto.
5,049	Berrisford Engineering Company (Limited).	To purchase and carry on the engineering business of Mr. Berrisford, at Stockport.	Howard-street, Portwood, Stockport, in the county of Chester.	20 Mar.	6	330	50,000	2,500	330	ditto	ditto	6	ditto.
5,050	London and Paris Freehold Estates Company (Limited).	Acquiring and improving landed property in England or France, or elsewhere.	90, Cannon-street, London, E.C.	20 Mar.	7	59	500,000	25,000	59	ditto	ditto	7	ditto.
5,051	Central American Association (Limited).	Mining in Central America, negotiating loans, &c. for the Governments of Central America.	4, Westminster Chambers, Victoria-street, S.W.	20 Mar.	7	3,250	150,000	30,000	3,250	ditto	ditto	7	ditto.
5,052	Ecclesiastical Finance and Agency Association (Limited).	Ecclesiastical finance and scholastic agents.	20, Adam-street, Adelphi, W.C.	21 Mar.	7	127	100,000	10,000	127	ditto	ditto	7	ditto.
5,053	Continental Land Association (Limited).	The purchase and improvement and sale of lands and hereditaments on the Continent of Europe.	4, Finsbury Chambers, Bloomfield-street, Finsbury, E.C.	21 Mar.	7	17	40,000	4,000	17	ditto	ditto	7	ditto.
5,054	Operatives House Building Company (Limited).	To erect houses for the accommodation of the working classes.	10, John-street, Adelphi, W.C.	22 Mar.	11	11	100,000	10,000	11	ditto	ditto	11	ditto.
5,055	Warreuta Copper Mining Company (Limited).	Copper mining in South Australia.	1, Charlotte-row, City, London.	22 Mar.	7	42	40,000	800	42	ditto	ditto	7	ditto.
5,056	Bristol Wagon Works Company (Limited).	The manufacture of railway and other wagons, trucks, &c.	Temple Gate Works, Bristol.	23 Mar.	7	350	100,000	5,000	350	ditto	ditto	7	ditto.
5,057	Northumberland Steam Shipping Company (Limited).	Steam navigation	9, New Quay, North Shields.	23 Mar.	9	96	17,500	350	96	ditto	ditto	9	dltto.
5,058	Conflans' Stone Quarry Company (Limited).	To acquire and work a stone quarry at Herblayles, Conflans, in France.	18, Parliament-street, Westminster, S.W.	23 Mar.	7	61	10,000	1,000	61	ditto	ditto	7	ditto.
5,059	England and Madagascar Trading Company (Limited).	Trading between Great Britain, Madagascar, Mauritius, &c.	10, King-street, Liverpool.	23 Mar.	8	800	10,000	1,000	800	ditto	ditto	8	ditto.
5,060	Pwllheli Slate Company (Limited).	Slate quarrying in the county of Carnarvon.	63, Faulkner-street, Manchester.	23 Mar.	7	420	30,000	3,000	420	ditto	ditto	7	ditto.
5,061	National Bank of India (Limited).	Banking	80, King William-street, E.C.	23 Mar.	7	350	2,000,000	80,000	350	ditto	ditto	7	ditto.

5,062	Furness Iron and Steel Company (Limited).	and manufacturers of iron and steel.	shire.									
5,063	South Norwood Public Hall Company (Limited).	To erect a public hall at South Norwood.	2, High-street, South Norwood.	24 Mar.	8	420	4,000	4,000	420	- ditto -	- ditto -	8	- ditto.
5,064	Trent College Company (Limited).	To establish a public school in the midland counties.	4, Albert-street, Derby -	26 Mar.	7	115	20,000	1,000	115	- ditto -	- ditto -	7	- ditto.
5,065	Harrington Gas Light Company (Limited).	Supplying the town of Harrington, in the county of Cumberland, with gas.	Christian-street, Harrington, Cumberland.	26 Mar.	12	350	2,500	500	500	1 - -	495 - -	56	- ditto.
5,066	Reading Wholesale Clothing and Manchester Warehouse Company (Limited).	To purchase and carry on the wholesale clothing business of Mr. J. Ellis, of Reading.	Brisbane House, Bridestreet, Reading.	26 Mar.	8	1,700	50,000	10,000	1,700	No return	No return -	8	- ditto.
5,067	Falmouth Gas Coal and Coke Company (Limited).	To supply the town of Falmouth with gas.	Falmouth, Cornwall -	26 Mar.	12	1,950	12,000	12,000	1,950	- ditto -	- ditto -	12	- ditto.
5,068	Bolton Doubling and Manufacturing Company (Limited).	Doubling and manufacturing cotton goods.	Foundry-street, Bolton -	27 Mar	9	75	5,000	500	75	- ditto -	- ditto -	9	- ditto.
5,069	West Indian and American Telegraph Company (Limited).	To establish telegraphic communication between North and South America, through the West India Islands.	Not stated - - -	27 Mar.	11	55	1,000,000	100,000	55	- ditto -	- ditto -	11	- ditto.
5,070	Bentham Mills Company (Limited).	The purchase and carrying on the Bentham Bleaching Mills, at Bentham, near Lancaster.	Not stated - - -	27 Mar.	10	4,950	120,000	6,000	4,950	- ditto -	- ditto -	10	- ditto.
5,071	Holmfirth Town Hall Company (Limited).	To purchase the Holmfirth Town Hall, and let the same for public meetings, &c.	Not stated - - -	27 Mar.	7	7	2,000	20	7	- ditto -	- ditto -	7	- ditto.
5,072	Elworthy Brothers & Company (Limited).	Cotton spinners and cloth manufacturers.	Not stated - - -	27 Mar.	7	2,208	200,000	10,000	2,208	- ditto -	- ditto -	7	- ditto.
5,073	Wathington Gas Company (Limited).	Supplying Wathington, in the county of Oxford, with gas.	Not stated - - -	27 Mar.	7	36	2,500	500	36	- ditto -	- ditto -	7	- ditto.
5,074	Millom Brick Company (Limited).	The manufacture of bricks, pipes, tiles, &c.	13, Lowther-street, Whitehaven.	28 Mar.	10	20	5,000	20	20	- ditto -	- ditto -	10	- ditto.
5,075	Shrewsbury Exchange Company (Limited).	To provide a building to be used as a corn market auction mart.	Market-street, Shrewsbury.	29 Mar.	12	100	3,500	350	100	- ditto -	- ditto -	12	- ditto.
5,076	Cash Payment Association (Limited).	To supply members of the company with goods at reduced prices, for cash.	11, Waterloo-place, Pall Mall.	29 Mar.	7	601	100,000	20,000	601	- ditto -	- ditto -	7	- ditto.
5,077	Merioneth Slate and Slab Company (Limited).	Slate quarrying in Merionethshire	Not stated - - -	29 Mar.	7	550	100,000	5,000	550	- ditto -	- ditto -	7	- ditto.
5,078	Ceara Gas Company (Limited)	Lighting places in the province of Ceara, in Brazil, with gas.	10, Coleman-street, E.C.	29 Mar.	7	650	30,000	3,000	650	- ditto -	- ditto -	7	- ditto.
5,079	Cardiff and Merthyr Steam Coal Company (Limited).	Working certain collieries at Ystradyfodwg, in the county of Glamorgan.	6, Coal Exchange, Lower Thames-street, E.C.	29 Mar.	8	1,587	60,000	2,000	1,587	- ditto -	- ditto -	8	- ditto.
5,080	Thames Haven Company (Limited).	To construct a new pier at Thames Haven, with suitable convenience for importing and slaughtering cattle.	St. Dunstan's House, St. Dunstan's-hill, E.C.	29 Mar.	7	725	25,000	1,000	725	- ditto -	- ditto -	7	- ditto.
5,081	Cheadle Colliery Company (Limited).	Mining for coal, ironstone, and other minerals, and making bricks, &c.	Cheadle Mill, Cheadle, Staffordshire.	26 Mar.	7	700	10,000	1,000	700	- ditto -	- ditto -	7	- ditto.
5,082	Cambrian Flannel Company (Limited).	Manufacture, selling, and dealing in wool, flannels, tweeds, &c.	The Cambrian Mills, Llanllwchaiarn, near Newtown, Montgomeryshire.	29 Mar.	12	2,155	50,000	5,000	2,155	- ditto -	- ditto -	12	- ditto.
5,083	Hertford Villa Residence Company (Limited).	Erecting dwelling-houses in the vicinity of Hertford.	Lombard House, Bull Plain, Hertford.	29 Mar.	14	365	10,000	1,000	365	- ditto -	- ditto -	14	- ditto.

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	In England—*continued*.			1866:			£.			£. s. d.	£. s. d.		
5,084	Barry Island Land and Building Company (Limited).	Purchasing and improving the estate known as Barry Island, at Sully, in the county of Glamorgan.	Not stated - - -	31 Mar.	7	7	100,000	5,000	7	No return	No return -	7	Supposed to be still in operation.
5,085	Stanhope Gas and Water Company (Limited).	Supplying the town of Stanhope, in the county of Durham, with gas and water.	Stanhope by Darlington, Durham.	3 April	7	49	3,000	600	49	- ditto -	- ditto -	7	- ditto.
5,086	Baux and Marseilles Stone Quarry Company (Limited).	To acquire and work certain quarries situate at Baux, in France.	72, Cornhill, City, London.	3 April	7	7	160,000	16,000	7	- ditto -	- ditto -	7	- ditto.
5,087	Isle of Wight Oyster Fishery Company (Limited).	The culture and sale of oysters -	Mr. Watts's, Lugley-street, Newport, Isle of Wight	4 April	7	124	17,000	340	124	- ditto -	- ditto -	7	- ditto.
5,088	B. R. Huntley & Company (Limited).	Oil and colour manufacturers -	Catherine-street, West Hartlepool.	4 April	7	300	3,000	300	300	- ditto -	- ditto -	7	- ditto.
5,089	Bird's Patent Deodorizing and Utilizing Sewage Company (Limited).	Deodorizing and selling sewage matter.	York-rooms, York-passage, Cheltenham.	5 April	8	150	5,000	500	150	- ditto -	- ditto -	8	- ditto.
5,090	Aberystwith Land and Building Company (Limited).	The improvements and sale of property at Aberystwith.	Not stated - - -	5 April	7	225	20,000	2,000	225	- ditto -	- ditto -	7	- ditto.
5,091	Mineral Rights Association (Limited).	The purchase and dealing in mineral rights and properties.	Not stated - - -	5 April	7	700	150,000	30,000	700	- ditto -	- ditto -	7	- ditto.
5,092	Young, Carrington, & Company (Limited).	To purchase and carry on the engineering business of C. D. Young & Company, of London and Perth.	117 and 118, Leadenhall-street, E.C.	6 April	7	7	150,000	7,500	7	- ditto -	- ditto -	7	- ditto.
5,093	Canadian Land and Mineral Company (Limited).	Purchasing and working certain mines in Western Canada.	22, Mincing-lane, E.C. -	7 April	7	7	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.
5,094	Spitalfields Silk Manufacturing Company (Limited).	The manufacture of silks - -	46, Aldermanbury, E.C.	17 April	7	1,020	100,000	100,000	1,020	- ditto -	- ditto -	7	- ditto.
5,095	Wike Mill Company (Limited)	Manufacturing worsted and woollen cloth and grinding corn.	Temperance Hall, Wike, near Cleckheaton, Yorkshire.	9 April	7	130	10,000	2,000	130	- ditto -	- ditto -	7	- ditto.
5,096	Preston Farming Company (Limited).	Farming and grazing - -	150, Church-street, Preston.	9 April	9	9	5,400	9	9	- ditto -	- ditto -	9	- ditto.
5,097	Green's Patent Tube Company (Limited).	To purchase and carry on the business of the late Charles Green, of Leek-street, Birmingham.	Leek-street, Birmingham	9 April	7	340	125,000	1,250	340	- ditto -	- ditto -	7	- ditto.
5,098	Mere Gas, Coal, and Coke Company (Limited).	Supplying the town of Mere, in the county of Wilts, with gas.	Not stated - - -	10 April	7	550	1,500	1,500	550	- ditto -	- ditto -	7	- ditto.
5,099	Imperial Silver Quarries Company (Limited).	Mining in California - - -	44, Eastcheap, City, London.	10 April	7	8	500,000	100,000	8	- ditto -	- ditto -	7	- ditto.
5,100	Borough Loan and Discount Company (Limited).	Money lending and bill discounting.	37, William-street, Hanley, Staffordshire.	10 April	7	185	10,000	2,000	185	- ditto -	- ditto -	7	- ditto.
5,101	Ventnor Marine Hotel Company (Limited).	To purchase and carry on the "Marine Hotel" at Ventnor, in the Isle of Wight.	Ventnor, Isle of Wight -	10 April	7	100	30,000	3,000	100	- ditto -	- ditto -	7	- ditto.

		Company, grease manufacturers, in Corsican-lane, E. C.										
5,103	Clydach and Abergavenny Lime and Stone Company (Limited).	Acquiring and working limestone, and other quarries.	Lion-street, Abergavenny, Monmouth.	11 April	7	57	7,000	280	57	- ditto -	- ditto -	7 - ditto.
5,104	Boxthorpe Stud Farm Company (Limited).	Breeding, buying, and selling horses, cattle, &c.	Boxthorpe, Chesterfield -	11 April	7	31	6,000	40	31	- ditto -	- ditto -	7 - ditto.
5,105	Furniture Providing Company (Limited).	Manufacturing, selling, buying, and exchanging furniture.	Not stated - - -	12 April	7	22	2,000	200	22	- ditto -	- ditto -	7 - ditto.
5,106	South of France Wine-growing Districts Company (Limited).	To carry on the business of wine-growers in the south of France.	11, Adam-street, Adelphi	12 April	7	2,303	60,000	3,000	2,303	- ditto -	- ditto -	7 - ditto.
5,107	District Railway and Traction Company (Limited).	Constructing railroads, and manufacturing rolling-stock and railway plant.	11, Adam-street, Adelphi	12 April	8	185	1,000,000	50,000	185	- ditto -	- ditto -	8 - ditto.
5,108	Forest of Dean Consolidated Iron Mining Company (Limited).	Purchasing and working certain iron and coal mines in the Forest of Dean.	Not stated - - -	12 April	7	7	100,000	10,000	7	- ditto -	- ditto -	7 - ditto.
5,109	Goldsmith's Alliance (Limited).	To purchase and carry on the business of A. B. Savory & Sons, goldsmiths, &c.	11 and 12, Cornhill, E.C.	12 April	7	999	100,000	1,000	999	- ditto -	- ditto -	7 - ditto.
5,110	Plynlimon Lead Mining Company (Limited).	Working mines in Cardiganshire, or elsewhere, in England and Wales.	Not stated - - -	12 April	10	80	8,000	80	80	- ditto -	- ditto -	10 - ditto.
5,111	St. Margaret's Chambers Association (Limited).	To erect a building in the city of Westminster, to be let out as chambers, private residences, or public offices.	Not stated - - -	12 April	7	3,200	60,000	6,000	3,200	- ditto -	- ditto -	7 - ditto.
5,112	Oxford Cabinet, Upholstery, and General Furnishing Company (Limited).	To purchase and carry on the business of upholsterers in the city of Oxford.	Not stated - - -	12 April	7	245	25,000	2,500	245	- ditto -	- ditto -	7 - ditto.
5,113	Manbre's Patents Company (Limited).	Working and using Manbre's patents for the manufacture of glucose, sugar, starch, &c.	9, Brook-street, Spitalfields.	12 April	7	450	10,000	2,000	450	- ditto -	- ditto -	7 - ditto.
5,114	Llandudno Freemason's Hall Company (Limited).	The erection of a building for the meetings of masonic lodges, &c.	2, Madren-buildings, Back Mostyn-street, Llandudno.	12 April	7	90	2,000	400	90	- ditto -	- ditto -	7 - ditto.
5,115	Fractional Distillatory Company (Limited).	To acquire and work Mr. Coffey's patents for the manufacturing of oil, &c.	32, Great St. Helen's, E.C.	13 April	7	35	5,500	55	35	- ditto -	- ditto -	7 - ditto.
5,116	British Workman's Mutual Assurance Company (Limited).	Granting assurances and endowments.	159, Great Francis-street, Birmingham.	13 April	8	95	2,000	2,000	95	- ditto -	- ditto -	8 - ditto.
5,117	Spring Head Spinning Company (Limited).	Cotton spinning and manufacturing.	The Company's Mills, Lees, near Manchester.	13 April	7	2,300	120,000	4,000	2,300	- ditto -	- ditto -	7 - ditto.
5,118	Nevada Silver Mining Company (Limited).	Mining in the State of Nevada, in the United States of America.	St. Clement's-house, Clement's-lane, E.C.	14 April	7	550	50,000	10,000	550	- ditto -	- ditto -	7 - ditto.
5,119	South of England Music Hall Company (Limited).	To purchase and carry on the South of England Music Hall at Portsmouth.	34, Queen-street, Portsea	14 April	7	370	30,000	3,000	370	- ditto -	- ditto -	7 - ditto.
5,120	Nalder and Nalder (Limited) -	To purchase and carry on the engineering business of Messrs. Nalder and Nalder of East Callow, Berks.	Not stated - - -	16 April	9	1,340	25,000	5,000	1,340	- ditto -	- ditto -	9 - ditto.
5,121	Marple Discount, Mortgage, and Investment Company (Limited).	Bill-brokers and scriveners -	Not stated - - -	16 April	10	185	3,000	3,000	185	- ditto -	- ditto -	10 - ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1866:			£.			£. s. d	£. s. d.		
5,122	Railway Bank (Limited) -	To assist new railway companies by advances of money, and the constructing, &c., of railways.	Not stated - - -	17 April	7	7	2,000	100	7	No return	No return -	7	Supposed to be still in operation.
5,123	Salter and Eskatt Park Mining Company (Limited).	Working and raising iron ore and other minerals.	18, King-street, Whitehaven, Cumberland.	17 April	8	92	9,200	92	92	- ditto -	- ditto -	8	- ditto.
5,124	Sutton Vallance Gas Company (Limited).	Supplying Sutton Vallance, in the county of Kent, with gas.	Mr. Long's, Headcorn-road, Sutton Vallance, Kent.	17 April	8	108	2,000	400	108	- ditto -	- ditto -	8	- ditto.
5,125	Bournemouth Cottage Building Company (Limited).	Building cottages at Bournemouth, Hants, suitable for the labouring classes.	Branksome Valley-road, Bournemouth, Hants.	18 April	7	55	5,000	500	55	- ditto -	- ditto -	7	- ditto.
5,126	Tees and Continental Steam Shipping Company (Limited).	Ship building - - - -	The offices of Bolckon, Vaughan & Co., Middlesborough, York.	18 April	7	450	250,000	10,000	450	- ditto -	- ditto -	7	- ditto.
5,127	Victoria Graving Dock Company (Limited).	Constructing and working graving docks.	Not stated - - -	19 April	7	28	150,000	6,000	28	- ditto -	- ditto -	7	- ditto.
5,128	Jutland Land Company (Limited).	Reclaiming and improving land in Denmark and Sweden.	66, Cannon-street, E.C, -	19 April	7	7	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.
5,129	Mariquita Mining Company (Limited).	Acquiring and working the gold and silver mines lately belonging to the Marquita and New Granada Mining Company.	6½, Austin-friars, E.C. -	20 April	8	40	125,000	125,000	40	- ditto -	- ditto -	8	- ditto.
5,130	Cross Tetley and Company (Limited).	Purchasing and working certain coal mines at Ashton-in-Mackerfield, in the county of Lancashire.	Main's Colliery, Ashton-in-Mackerfield, near Newton - le - Willows, Lancashire.	20 April	7	705	30,000	1,500	705	- ditto -	- ditto -	7	- ditto.
5,131	Sheffield File Grinding Company (Limited).	File grinders - - - -	Not stated - - -	20 April	8	340	10,000	1,000	340	- ditto -	- ditto -	8	- ditto.
5,132	Joint Stock Mineral Company (Limited).	To carry on mining operations -	Not stated - - -	20 April	7	84	100,000	50,000	84	- ditto -	- ditto -	7	- ditto.
5,133	Headcorn Hall Company (Limited).	To erect a reading room and lecture hall at Headcorn.	Not stated - - -	21 April	9	90	500	500	90	- ditto -	- ditto -	9	- ditto.
5,134	National Stud Farm (Limited) -	To acquire a stud of thoroughbred horses for breeding purposes.	13, Piccadilly - -	21 April	7	19	100,000	10,000	19	- ditto -	- ditto -	7	- ditto.
5,135	Commercial Bank of New Zealand (Limited).	To purchase and carry on the business of the New Zealand Banking Corporation (Limited).	1, Cushion-court, Old Broad-street, E.C.	21 April	7	2,502	600,000	60,000	2,502	- ditto -	- ditto -	7	- ditto.
5,136	London Co-operative Coal Company (Limited).	To supply the shareholders of the company and the public	124, Newington Butts, Surrey.	23 April	7	140	20,000	20,000	140	- ditto -	- ditto -	7	- ditto.

5,137	North Eastern Iron and Wagon Company (Limited).	Engineers and manufacturers of railway rolling stock and plant.	Not stated - - -	19 April								
5,138	Potato and Fruit Salemen's Company (Limited).	To protect the members of the society from the loss of their sacks, sieves, &c.	2, Princes-street, Spitalfields.	24 April	21	As this company is limited by guarantee, there is no capital to which these headings apply.						- ditto.
5,139	West Kent Dyeing, Cleaning, and Bleaching Company (Limited).	Dyers and cleaners - - -	3, Clarence-street, Greenwich.	24 April	7	179	2,000	2,000	179	No return	No return -	7 - ditto.
5,140	Alto Douro Silver-Lead Mining Company (Limited).	Purchasing and working certain silver-lead mines in Portugal.	17, St. Mary Axe, E.C.	25 April	7	410	60,000	12,000	410	- ditto -	- ditto -	7 - ditto.
5,141	Ancoats Vale Rubber Company (Limited).	India rubber and gutta percha merchants and manufacturers.	6, Tib-street, Manchester	25 April	7	2,000	100,000	5,000	2,000	- ditto -	- ditto -	7 - ditto.
5,142	Fordingbridge Gas Company (Limited).	Supplying Fordingbridge and neighbourhood with gas.	At the house of Mrs. Fevers, Fordingbridge.	26 April	9	43	2,000	400	43	- ditto -	- ditto -	9 - ditto.
5,143	Launceston Building Society (Limited).	Carrying on the business of a building society.	Not stated - - -	26 April	8	8	5,000	100	8	- ditto -	- ditto -	8 - ditto.
5,144	Fens Peat Charcoal Company (Limited).	The dealing in peat, peat charcoal, &c.	Mortimer, near Reading	26 April	7	700	25,000	5,000	700	- ditto -	- ditto -	7 - ditto.
5,145	North Wales Coal, Iron, and Fire Brick Company (Limited).	Buying, selling, and dealing in coal, iron, stone, fire clay, fire bricks, &c.	Not stated - - -	26 April	7	600	100,000	5,000	600	- ditto -	- ditto -	7 - ditto.
5,146	London and Natal Bank (Limited).	Banking at Natal - - -	Not stated - - -	26 April	7	5,400	300,000	15,000	5,400	- ditto -	- ditto -	7 - ditto.
5,147	Lytchett Clay Company (Limited).	The manufacture of bricks, tiles, pottery, &c., at Lytchett, near Poole, in the county of Dorset.	18, Coleman-street, E.C.	27 April	7	7	20,000	4,000	7	- ditto -	- ditto -	7 - ditto.
5,148	Grange Iron Company (Limited).	The manufacture and sale of goods, from iron, wood, and other materials.	Crossgate, Durham -	27 April	8	135	30,000	300	135	- ditto -	- ditto -	8 - diito.
5,149	Warwick Provision, Coal, and Discount Company (Limited).	Money lending, &c. - - -	Not stated - - -	27 April	7	350	20,000	20,000	350	- ditto -	- ditto -	7 - ditto.
5,150	Edwin Butterworth & Company (Limited).	To purchase and carry on certain saw mills, situate in Manchester.	96, Henry-street, Manchester.	27 April	8	4,731	60,000	6,000	4,731	- ditto -	- ditto -	8 - ditto.
5,151	William Renshaw & Company (Limited).	To purchase and carry on certain flax mills at Broughton, near Manchester.	1, Flax-street, Broughton, Manchester.	27 April	7	490	300,000	6,000	490	- ditto -	- ditto -	7 - ditto.
5,152	Baker's Machinery Company (Limited).	To purchase and work a certain patent apparatus for driving the tin rollers of spinning mules.	Not stated - - -	27 April	7	7	10,000	5,000	7	- ditto -	- ditto -	7 - ditto.
5,153	Ehrhardt's Patent Gunpowder Company (Limited).	To purchase and work Ehrhardt's patents for the manufacture of gunpowder.	49, Lombard-street, E.C.	28 April	9	410	50,000	5,000	410	- ditto -	- ditto -	9 - ditto.
5,154	Penney & Company (Limited) -	To purchase and carry on the iron and wire business of Messrs. Penney & Company of Lincoln.	16, Broadgate, Lincoln -	30 April	7	545	20,000	2,000	545	- ditto -	- ditto -	7 - ditto.
5,155	Ballacorkish Silver, Lead, and Copper Mining Company (Limited).	To purchase and work certain mines in the Isle of Man.	Not stated - - -	30 April	9	690	20,000	4,000	690	- ditto -	- ditto -	9 - ditto.
5,156	Grosvenor Lead Mining Company (Limited).	To purchase and work the Grosvenor Mine at Halkyn, in in the county of Flint.	3, Temple-row, Wrexham, Derbyshire.	30 April	7	63	25,000	5,000	63	- ditto -	- ditto -	7 - ditto.
5,157	Planet Assurance Corporation (Limited).	Life and fire insurance and guarantee.	39, City-road - -	1 May	10	3,750	100,000	20,000	3,750	- ditto -	- ditto -	10 - ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1866:			£.			£. s. d.	£. s. d.		
5,158	Shackleford, Ford & Company (Limited).	To acquire and carry on the business of Messrs. Shackleford, Ford & Company, of Cheltenham.	Not stated - - -	1 May	7	6,900	200,000	20,000	6,900	No return	No return -	7	Supposed to be still in operation.
5,159	Blaenavon Shops (Limited) -	To conduct and carry on shops, breweries, public houses and trading concerns, at Blaenavon, in the county of Monmouth.	Blaenavon, Monmouthshire.	1 May	7	305	40,000	8,000	305	- ditto -	- ditto -	7	- ditto.
5,160	Trade Auxiliary Company (Limited).	Advancing money to companies, traders, &c., on security.	40, Old Broad-street, E. C.	2 May	7	168	100,000	2,000	168	- ditto -	- ditto -	7	- ditto.
5,161	English Marine Company (Limited).	Buying, selling, and running ships and boats.	20, Change-alley, Cornhill, E. C.	3 May	9	47	50,000	500	47	- ditto -	- ditto -	9	- ditto.
5,162	Aston Hall Colliery Company (Limited).	Working certain mines and quarries in Flintshire.	Hawarden, Flint - -	3 May	7	480	48,000	480	480	- ditto -	- ditto -	7	- ditto.
5,163	Penryn Granite Quarries Company (Limited).	Quarrying for granite - -	1, Chatham-place, Blackfriars, E. C.	3 May	7	2,150	65,000	3,250	2,150	- ditto -	- ditto -	7	- ditto.
5,164	Oakenshaw Mill Company (Limited).	Worsted, woollen, and cotton manufactures.	Not stated - - -	3 May	13	172	10,000	2,000	172	- ditto -	- ditto -	13	- ditto.
5,165	Whitewell Spinning Company (Limited).	Cotton spinners, manufacturers, and merchants.	Not stated - - -	3 May	7	280	140,000	280	280	- ditto -	- ditto -	7	- ditto.
5,166	West of Ireland Fishing Company (Limited).	Deep-sea fishing - - -	8, Lancaster-place, Strand	4 May	7	70	2,000	200	70	- ditto -	- ditto -	7	- ditto.
5,167	Bradwell Moss Rake Mining and Lead Ore Smelting Company (Limited).	Lead mining in the county of Derby.	Not stated - - -	4 May	11	230	4,000	4,000	230	- ditto -	- ditto -	11	- ditto.
5,168	Haughton Hat Company (Limited).	The manufacture of hats and caps.	20, Bridgewater Chambers Brown-street, Manchester.	4 May	7	2,150	50,000	50,000	2,150	- ditto -	- ditto -	7	- ditto.
5,169	Salado Company (Limited) -	Navigating the Salado del Norte and Dulce, in the territories of the Argentine Confederation.	38, Broad-street Buildings, City.	4 May	7	175	300,000	15,000	175	- ditto -	- ditto -	7	- ditto.
5,170	General Trading Company (Limited).	Purchasing and carrying on the business of Harper Twelvetrees (Limited).	38, John-street, Bedford-row.	4 May	8	40	200,000	20,000	40	- ditto -	- ditto -	8	- ditto.
5,171	Vale of Neath and Cefn Mawr Junction Railway Company (Limited).	Making railways in Glamorganshire.	Not stated - - -	4 May	7	60	20,000	2,000	60	- ditto -	- ditto -	7	- ditto.
5,172	Ventilating Furnace Bar Company (Limited).	The manufacture and sale of furnaces, furnace bars, &c.	Not stated - - -	5 May	7	600	50,000	5,000	600	- ditto -	- ditto -	7	- ditto.
5,173	Henry Crossley & Company (Limited).	Spinning and weaving cotton -	Low-green, Hindley, Lancashire.	5 May	7	71	2,000	200	71	- ditto -	- ditto -	7	- ditto.
5,174	Slate and Slab Quarry Company of Ireland (Limited).	Mining and quarrying - -	19, Craven-street, Strand	5 May	7	106	50,000	10,000	106	- ditto -	- ditto -	7	- ditto.

5,175	Hull and County Land Building and Finance Company (Limited), now called "The Hull and County Land and Building Society (Limited)."	Buying, selling, and dealing in houses and land.	Not stated - - -	5 May	7	35	50,000	1,000	35	- ditto -	- ditto -	7	- ditto.
5,176	Fairrie & Company (Limited) -	Sugar refiners - - - -	30, Dale-street, Liverpool.	5 May	9	86	120,000	100	86	- ditto -	- ditto -	9	- ditto.
5,177	Holyford Mining Company (Limited).	Copper mining in Ireland - -	33, Old Jewry, E. C. -	7 May	7	610	20,000	2,000	610	- ditto -	- ditto -	7	- ditto.
5,178	Patent Slip and Engineering Company (Limited).	Building, repairing ships and engines.	13, Parliament-street, Westminster.	7 May	7	100	40,000	400	100	- ditto -	- ditto -	7	- ditto.
5,179	Nottingham Equitable Loan Discount and Investment Company (Limited).	Lending money on security -	Cobden Chambers, Long-row, Nottingham.	7 May	7	110	10,000	500	110	- ditto -	- ditto -	7	- ditto.
5,180	Great Grimsby Building Advance and Investment Company (Limited).	Building, letting and selling houses, and lending money on same.	West St. Mary's-gate, Great Grimsby, Lincolnshire.	7 May	7	70	50,000	5,000	70	- ditto -	- ditto -	7	- ditto.
5,181	Imperial Hotel Company (Brighton) (Limited).	Carrying on an hotel at Brighton.	Not stated - - -	7 May	7	200	50,000	10,000	200	- ditto -	- ditto -	7	- ditto.
5,182	La Plata Steam Navigation Company (Limited).	Working steam ships and vessels upon the River Plate.	Not stated - - -	8 May	7	7	175,000	17,500	7	- ditto -	- ditto -	7	- ditto.
5,183	William Thomas & Company (Limited).	Brick, tile, drain pipe, and manure manufacturers.	Wellington Railway Station, Wellington, Somerset.	8 May	7	200	20,000	200	200	- ditto -	- ditto -	7	- ditto.
5,184	Fortnightly Review Company (Limited).	Publishing a literary periodical work, to be called the "Fortnightly Review."	193, Piccadilly, London, W.	9 May	11	140	10,000	200	140	- ditto -	- ditto -	11	- ditto.
5,185	Ormskirk Chemical, &c., Company (Limited).	Manufacturing chemists - -	Burscough-street, Ormskirk, Lancaster.	9 May	7	112	3,000	300	112	- ditto -	- ditto -	7	- ditto.
5,186	Umhlanga Valley Natal Sugar and Coffee Company (Limited).	Acquiring lands in South Africa and growing sugar and coffee.	St. Helen's House, St. Helen's-place, Bishopsgate-street.	9 May	7	75	40,000	400	75	- ditto -	- ditto -	7	- ditto.
5,187	Chorley Brewery Company (Limited).	Brewers - - - - -	Water-street, Chorley -	9 May	7	13	5,000	100	13	- ditto -	- ditto -	7	- ditto.
5,188	Eton Society for the Improvement of Cottage Accommodation (Limited).	Improving dwellings in Eton -	39, High-street, Eton -	10 May	7	70	3,000	300	70	- ditto -	- ditto -	7	- ditto.
5,189	Cadamaney Coffee Company (Limited).	Cultivating tea, coffee, &c., in India.	30, Lincoln's-inn Fields	10 May	7	290	40,000	400	290	- ditto -	- ditto -	7	- ditto.
5,190	Midland Twist Company (Limited).	Purchasing, spinning and manufacturing cotton.	The Widdrington Mill, Draper's Fields, Coventry, Warwickshire.	10 May	7	64	20,000	2,000	64	- ditto -	- ditto -	7	- ditto.
5,191	"Western Morning News" Company (Limited).	Purchasing the copyright, &c., of, and carrying on the "Western Morning News" and the "Western Weekly News."	15, Lincoln's-inn Fields, W. C.	10 May	13	400	20,000	400	400	- ditto -	- ditto -	13	- ditto.
5,192	North Ormsby Gas Company (Limited).	Manufacturing and supplying gas.	North Ormesby, Yorkshire.	11 May	7	115	5,000	1,000	115	- ditto -	- ditto -	7	- ditto.
5,193	Great Northern of Europe Gas Light and Coke Company (Limited).	Lighting various towns in the North of Europe with gas.	68, Cannon street, E. C.	11 May	7	210	150,000	15,000	210	- ditto -	- ditto -	7	- ditto.

I.—Companies Formed and Registered under the Companies Act, 1862 (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued.*			1866:			£.			£. s. d.	£. s. d.		
5,194	City of Dublin Tramway Company (Limited).	Constructing tramways within the City of Dublin.	10, Bridge-street, Westminster.	11 May	7	33	50,000	5,000	33	No return	No return -	7	Supposed to be still in operation.
5,195	Wigan and Whiston Coal Company (Limited).	Working coal mines near Wigan and Whiston, Lancashire.	Platt-lane Collieries, Platt lane, near Wigan.	12 May	15	267	60,000	600	267	- ditto -	- ditto -	15	- ditto.
5,196	Palais d'Auteuil Company (Limited).	Purchasing, selling, leasing, mortgaging, advancing on, or otherwise, dealing in land.	Not stated - - -	12 May	7	70	600,000	30,000	70	- ditto -	- ditto -	7	- ditto.
5,197	West Hartlepool Theatre Company (Limited).	Establishing a theatre at West Hartlepool.	3, Church-street, West Hartlepool.	14 May	16	205	3,000	600	205	- ditto -	- ditto -	16	- ditto.
5,198	G. E. Bevan and Company (Limited).	Mining in the county of Northampton.	13, Christchurch-terrace, Cheltenham.	14 May	8	1,050	160,000	3,200	1,050	- ditto -	- ditto -	8	- ditto.
5,199	Wear Testing Company (Limited).	Testing anchors, chains, &c. -	Not stated - - -	15 May	15	200	4,000	200	200	- ditto -	- ditto -	15	- ditto.
5,200	French and Belgian Iron Works and Coke Company.	Carrying on iron mines and works.	Not stated - - -	16 May	7	7	500,000	25,000	7	- ditto -	- ditto -	7	- ditto.
5,201	Manchester Provident Assurance Society (Limited).	Life assurance - - - -	Not stated - - -	16 May	7	7	5,000	1,000	7	- ditto -	- ditto -	7	- ditto.
5,202	Patent Vulcanised Paint Company (Limited).	The manufacture of patent and other composition for the protection of submerged substances.	60, Threadneedle-street, E.C.	17 May	7	7	20,000	1,000	7	- ditto -	- ditto -	7	- ditto.
5,203	Port Elizabeth (Cape of Good Hope) Building Association (Limited).	To carry on the business of a building and land investment company at Port Elizabeth.	Not stated - - -	17 May	7	27	25,000	5,000	27	- ditto -	- ditto -	7	- ditto.
5,204	Swiss Gardens Company (Limited.)	To purchase and carry on the Swiss Gardens, at New Shoreham, in the County of Sussex.	17, Prince Albert-street, Brighton.	17 May	7	820	25,000	5,000	7	- ditto -	- ditto -	7	- ditto.
5,205	William MacNaught Sons and Company (Limited).	Engineers, founders, millwrights, and machine makers.	Not stated - - -	18 May	7	272	20,000	2,000	272	- ditto -	- ditto -	7	- ditto.
5,206	Angola Company (Limited) -	The navigation of rivers in Africa.	7, East India Avenue, Leadenhall-street.	18 May	14	88	20,000	200	88	- ditto -	- ditto -	14	- ditto.
5,207	Borough of Southport Steamship Company (Limited) -	The conveyance of passengers and goods in ships and vessels.	Nevill-street, Southport	18 May	7	65	10,000	1,000	65	- ditto -	- ditto -	7	- ditto.
5,208	United Canal Coal Company (Limited).	Buying and selling coal and timber.	Canal Tavern, Milton, next Gravesend.	18 May	7	7	1,995	7	7	- ditto -	- ditto -	7	- ditto.
5,209	London and Brighton Coach Company (Limited).	The conveyance of passengers and goods between London and Brighton.	German-place, Brighton	19 May	7	11	800	80	11	- ditto -	- ditto -	7	- ditto.
5,210	Bacup and Rosendale News Company (Limited).	Printing, editing, and publishing a newspaper.	Church-street, Bacup, Lancaster.	19 May	9	111	1,000	200	111	- ditto -	- ditto -	9	- ditto.
5,211	South Bank and Normanby Gas Light and Coke Company (Limited).	Supplying South Bank and Normanby with gas.	Not stated - - -	19 May	9	90	5,000	1,000	90	- ditto -	- ditto -	9	- ditto.

5,212	Edmund Brighton, Robert Smith and Company (Limited).	The manufacture of iron and tin plates, &c.	14, Newhall-hill, Birmingham.	21 May	9	142	100,000	200	142	- ditto -	- ditto -	9	- ditto.
5,213	"Congregational Press" Association (Limited).	Establishing a newspaper - -	Not stated - - -	21 May	7	210	5,000	5,000	210	- ditto -	- ditto -	7	- ditto.
5,214	Clyne Steam Colliery Company (Limited).	Mining for coal - - -	10A, King's Arms-yard, E.C.	21 May	8	8	20,000	4,000	8	- ditto -	- ditto -	8	- ditto.
5,215	Nailsea Heath Coal Company (Limited).	Mining for coal - - -	Nailsea Glass Works, Nailsea, Somerset.	22 May	7	200	50,000	500	200	- ditto -	- ditto -	7	- ditto.
5,216	British Union Leather Company (Limited).	The manufacture of leather -	10, Old Jewry Chambers, E.C.	23 May	7	70	30,000	6,000	70	- ditto -	- ditto -	7	- ditto.
5,217	General Advertising and Publishing Company (Limited).	Street advertising - - -	15, Princes-street, Chester.	24 May	7	24	1,000	200	24	- ditto -	- ditto -	7	- ditto.
5,218	Tonbridge Wells Joint Stock Coal and Goods Company (Limited).	For sale of coals, grocery, hardware, provisions, and drapery.	5, Birling-place, Nevill-street, Tonbridge Wells.	24 May	15	28	2,000	2,000	28	- ditto -	- ditto -	15	- ditto.
5,219	Schlossberg Colliery Company (Limited).	Coal mining in Austria - -	Not stated - - -	24 May	8	8	10,000	10,000	8	- ditto -	- ditto -	8	- ditto.
5,220	Bronwhlfa Colliery Company (Limited).	Coal and ironstone mining in Flintshire.	Sunny Bank, Rochdale -	24 May	10	48	24,000	48	10	- ditto -	- ditto -	10	- ditto.
5,221	Birmingham Industrial Loan and Deposit Company (Limited).	Lending money on security -	27, Great Charles-street, Birmingham.	24 May	7	175	20,000	2,000	7	- ditto -	- ditto -	7	- ditto.
5,222	Phœnix Mortgage and Discount Company (Limited).	Lending money on mortgage, &c.	6, President-street West, Goswell-road, St. Luke's, Middlesex.	28 May	7	7	10,000	20	7	- ditto -	- ditto -	7	- ditto.
5,223	Midland Colliery Company (Limited).	Coal mining in Derbyshire -	Not stated - - -	28 May	7	7	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.
5,224	Lenham Institute Company (Limited).	Establishing a hall for literary and other purposes.	Not stated - - -	28 May	7	140	600	600	140	- ditto -	- ditto -	7	- ditto.
5,225	City of Bordeaux Land and Warehousing, &c., at Bordeaux.	Establishing wharves, warehouses, &c., at Bordeaux.	41, Threadneedle-street, E.C.	28 May	7	7	100,000	10,000	7	- ditto -	- ditto -	7	- ditto.
5,226	Portland Stone Company (Limited).	Stone merchants and quarry owners.	60, Threadneedle-street, E.C.	28 May	7	7	50,000	2,500	7	- ditto -	- ditto -	7	- ditto.
5,227	Earl-Shilton Gas Light and Coke Company (Limited).	Supplying Earl-Shilton with gas	Earl-Shilton, Leicester -	28 May	11	165	2,000	800	11	- ditto -	- ditto -	11	- ditto.
5,228	Great Saint George Aluminum China Clay Company (Limited).	The manufacture and sale of alum and aluminum cake.	21, Addle-street, E.C. -	29 May	7	920	5,000	1,000	11	- ditto -	- ditto -	7	- ditto.
5,229	Barranquilla and Sabanilla Railway Company (Limited).	Establishing railways in Columbia.	Not stated - - -	29 May	7	7	160,000	8,000	7	- ditto -	- ditto -	7	- ditto.
5,230	Patent Silk Waste Company (Limited).	The manufacture of silk floss, &c.	Not stated - - -	30 May	7	7	15,000	1,500	7	- ditto -	- ditto -	7	- ditto.
5,231	Grand Pump Room Hotel Company of Bath (Limited).	Carrying on an hotel at Bath -	3, Miles-buildings, Bath	30 May	7	58	20,000	2,000	7	- ditto -	- ditto -	7	- ditto.
5,232	Lambeth Iron Works and Engineering Company (Limited).	The manufacture and sale of Collinge's patent axles, hinges, &c.	190, Westminster-bridge-road, Lambeth, S.	30 May	7	900	50,000	5,000	7	- ditto -	- ditto -	7	- ditto.
5,233	Lacatecas Silver Mining Company (Limited).	Working silver mines in Mexico	Not stated - - -	31 May	7	700	200,000	40,000	7	- ditto -	- ditto -	7	- ditto.
5,234	Croesor United Slate Company (Limited).	Slate quarrying in Merionethshire.	Hafod Van, Craig Beddgelert, Carnarvon.	31 May	8	8	160,000	1,600	8	- ditto -	- ditto -	8	- ditto.

II.—Companies Formed and Registered under the Companies Act 1862 (25 & 26 Vict. c. 89), as Unlimited Companies.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:			1864:			£.			£.	£. s. d.		
42	Blackburn Reform Association -	Erecting certain buildings for club rooms, &c., at Blackburn, Lancaster.	Church-street, Blackburn, Lancaster.	19 July	7	80	4,500	450	80	No return	No return -	7	Supposed to be still in operation.
				1865:									
43	The Ocean Steam Ship Company.	Running steam ships - -	1, India-buildings, Liverpool.	10 Jan.	7	68,200	156,000	156,000	68,200	12 *s.* 6¾ *d.*	98,000 - -	29	Still in operation.
44	Rolle Canal Company - -	Acquiring and carrying on the business of George Braginton and Company, general merchants and shipowners.	Not stated - - -	7 Feb.	12	29	20,000	40	32	500	16,000 - -	32	- ditto.
45	Thorney Gas, Coal, and Coke Company.	LightingThorney, Cambridgeshire, with gas.	Care of J. Buck, Thorney, Cambridgeshire.	17 Feb.	7	139	1,000	200	139	No return	No return -	7	Supposed to be still in operation.
46	Birmingham Free Christian Society.	Instructing poor boys and girls, conducting religious services, &c.	Lower Fazeley-street, Birmingham.	25 May	8	As this Company is conducted on the mutual principle, there is no capital to which these headings apply.							- ditto.
47	First Mutual Cash Advance Society.	Lending money - - -	4, Sparrow-corner, Minories, City of London.	22 June	7	- - Ditto - - - -			ditto - - - -		ditto - - -		- ditto.
48	Kendal Union Cattle Insurance Association.	The insurance of cattle against pleuro-pneumonia and rinderpest.	15, Finkle-street, Kendal.	9 Nov.	19	- - Ditto - - - -			ditto - - - -		ditto - - -		- ditto.
				1866:									
49	Old Mills Company, Guiseley -	Scribblers, carders, slubbers, and spinners of wool, fullers of cloth, and dyers.	Green-terrace, Guiseley, York.	17 Jan.	7	21	1,008	28	21	No return	No return -	7	- ditto.
50	West Dorset Cattle Assurance Association.	The mutual assurance of cattle by death or disease.	West-street, Bridport -	22 Jan.	7	As this Company is conducted on the mutual principle, there is no capital to which these headings apply.							- ditto.
51	Otley Gas Company - -	Supplying Otley, in the county of York, with gas.	Charles-street, Otley, Yorkshire.	26 Mar.	11	161	8,000	400	161	No return	No return -	11	- ditto.
52	Cleckheaton Building Association.	Purchasing land and erecting improved cottage dwellings.	Top of the Green, Cleckheaton, Yorkshire.	16 April	7	As this Company is conducted on the mutual principal, there is no capital to which these headings apply.							- ditto.

III.—COMPANIES existing previously to the passing of [illegible]

N.B.—As these Companies were formed by Deed of Settlement, or otherwise than by Memorandum of Association, the Requirements of the Order as to the Number of Persons who signed the Memorandum of Association are Inapplicable, and cannot be Supplied.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
				1864:			£.			£.	£.		
223	Hop Planters' Joint Stock Company (Limited).	Warehousing, and selling hops on commission.	Calvert's Buildings, Southwark.	30 Aug.	- -	- -	250,000	2,500	1,153	10 - -	11,580	66	Still in operation.
224	Rock Ferry Company (Limited).	Maintaining a ferry over the Mersey.	Not stated - - -	20 Sept.	- -	- -	52,800	3,520	3,520	20 - -	36,960	110	- ditto.
225	Droitwich Patent Salt Company (Limited).	Making salt at Droitwich - -	Chapel Bridge, St. Peter, Droitwich.	7 Dec.	- -	- -	250,000	10,000	10,000	25 - -	160,000	127	- ditto.
				1865:									
226	Winslow Gas and Coke Company.	Lighting Winslow, in Bucks, with gas.	Buckingham-road, Winslow, Buckinghamshire.	5 Jan.	- -	- -	1,410	141	141	10 - -	1,410	21	- ditto.
227	Cumberland Union Banking Company (Limited).	Banking - - - - - -	Court-square, Carlisle -	19 Jan.	- -	- -	600,000	20,000	18,000	12 10 -	225,000	662	- ditto.
228	Buxton Gas, Coke, and Coal Company (Limited).	Lighting Buxton with gas - -	Bridge street, Buxton, Derbyshire.	5 April	- -	- -	8,000	800	469 150	10 - - 7 10 -	5,815	41	- ditto.
229	Victoria Newmarket Gaslight and Coke Company (Limited).	Lighting Newmarket with gas -	High-street, Newmarket	24 June	- -	- -	4,732	4,166	600 366 200	5 - - 2 - - 5 - -	4,732	18	- ditto.
230	Wirksworth Gaslight and Coke Company.	Lighting Wirksworth, Derbyshire, with gas.	Wirksworth, Derbyshire	27 June	- -	- -	2,300	230	230	10 - -	2,300	46	- ditto.
231	Haverhill Gas and Coke Company.	Making and vending gas - -	Gasworks, Haverhill, Suffolk.	11 July	- -	- -	2,000	200	150	10 - -	1,500	16	- ditto.
232	Wolsingham Lead Company (Limited).	Mining for lead - - -	263, Gresham House, E.C.	26 Aug.	- -	- -	30,000	6,000	500 5,082	3 10 - 3 - -	16,996	28	- ditto.
233	Worcester City and County Banking Company (Limited),	Banking - - - - - -	The Cross, Worcester -	14 Oct.	- -	- -	1,000,000	20,000	10,000	12 10 -	125,000	110	- ditto.
234	Maidenhead Gaslight and Coke Company (Limited).	Supplying Maidenhead with gas	Taplow, near Maidenhead, Berks.	20 Oct.	- -	- -	4,000	400	400	10 - -	4,000	38	- ditto.
				1866:									
235	Moore, and Robinson's Nottinghamshire Banking Company (Limited).	Banking - - - - - -	Beastmarket-hill, Nottingham.	5 Feb.	- -	- -	600,000	60,000	30,000	3 - -	90,000	242	- ditto.
236	English, and Australian Copper Company (Limited).	Copper smelting in South Australia.	6, Gracechurch-street, E.C.	15 Mar.	- -	- -	210,000	70,000	70,000	2 10 -	175,000	512	- ditto.
237	Central American Mining Company (Limited).	Working mines in Central America.	Working mines, in Central America.	12 April	- -	- -	30,000	6,000	6,000	5 - -	29,150	136	- ditto.

IV.—Companies existing previously to the passing of "The Companies Act, 1862," and subsequently Registered under that Act as Unlimited Companies.

N.B.—As these Companies were formed by Deed of Settlement, or otherwise than by Memorandum of Association, the requirements of the Order as to the Number of Persons who signed the Memorandum of Association are inapplicable, and cannot be supplied.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN ENGLAND:			1864:			£.			£. s. d.	£. s. d.		
457	Liverpool Labourers' Dwellings Company.	Not stated	Slater-court, Castle-street, Liverpool.	11 July			25,000	1,000	785	Not stated	4,120 19 –	76	Dissolved.
458	East of England Bank	Banking	The Hay Market, Norwich.	4 Aug.			500,000	25,000	6,727	No return	No return	142	Not known.
459	Herne Bay Gas and Coke Company.	Supplying Herne Bay with gas	66, Chancery-lane	17 Sept.			3,050	305	305	10 – –	3,050 – –	18	Still in operation.
460	Uttoxeter Gaslight and Coke Company.	Lighting the town of Uttoxeter with gas.	Uttoxeter, Staffordshire	24 Sept.			2,500	250	250	10 – –	2,500 – –	45	ditto.
				1865:									
461	Brampton Gaslight and Coke Company.	Lighting Brampton, in the county of Cumberland, with gas.	Brampton, Cumberland	20 Mar.			2,000	400	392	5 – –	1,960 – –	58	ditto.
462	Malton Gaslight and Coke Company.	Lighting Malton with gas	Sheep Foot Hill, Malton, Yorks.	29 May			No return	No return	1,973	Various	No return	68	ditto.
463	Carvers and Gilders' Asylum Fund Society.	To raise a fund by subscription to erect dwelling-houses for members of the company.	"King's Arms," Poland-street, Oxford-street.	10 June			This society has no capital capable of being divided into shares, and the number of its members is not stated.						Supposed to be still in operation.
464	Britannia Mutual Life Association.	Life assurance	1, Princes-street, Bank	6 Sept.			ditto			ditto			Being wound up.
465	Britannia Life Assurance Company.	Life assurance	1, Princes-street, Bank	6 Sept.			No return	No return	5,525	No return	No return	36	ditto.
466	"Hereford Journal" Company	Publishing a newspaper at Hereford.	34, Broad-street, St. John Baptist, Hereford.	10 Nov.			ditto	ditto	1,027	ditto	ditto	45	Supposed to be still in operation.
467	Alston Gaslight and Coke Company.	Supplying Alston, Cumberland, with gas.	Alston, Cumberland	13 Nov.			1,000	200	170	ditto	ditto	25	ditto.
468	New Quay Company	The conveyance of goods, &c., on the River Mersey, &c., from Liverpool to Manchester.	126, Water-street, Manchester.	28 Dec.			30,000 (original).	300	363	ditto	ditto	40	Being wound up.

V.—Total Number of Companies Registered in the City of London, or within Five Miles of the General Post Office - - - 739.

E. C. Curzon, Registrar.

At the OFFICE for the REGISTRATION of JOINT STOCK COMPANIES, formed for working Mines within the ... the Stannaries.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share at Date of last Return.	Total Amount of Calls Received at Date of last Return.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
				1864:			£.			£. s. d.	£. s. d.		
31	The Prince Albert Consols Mining Company (Limited).	Purchasing and fully working the Prince Albert and Princess Royal Mines, situate in the parishes of Perranzabuloe and St. Agnes, in the county of Cornwall.	33, Great Winchester-street, London.	May 12 (Not included in former Return).	7	2,405	6,000	3,000	No return	No return	No return -	No return	Being wound up voluntarily.
32	Criddis Copper Mining Company (Limited).	To purchase or otherwise require certain mines in England or Wales, and particularly the purchasing of certain mines in the parish of Padstow, in the county of Cornwall, known as the "Criddis Mine," for the purpose of carrying on mining operations therein.	9, Dowgate-hill, Cannon-street, London.	16 July	7	23	15,000	10,000	6,766	- 10 -	3,251 17 6	46	7th June 1866. Return made of final winding-up meeting by liquidator.
33	The Great Wheal Bonnie Tin Mining Company (Limited).	The purchasing or taking upon lease, and working certain mines and mineral lands situate in the parish of St. Austle, in the county of Cornwall.	1, Basinghall-street, London.	16 July	7	175	50,000	10,000	No return	No return	No return -	No return	14 Nov. 1865. Return made of final winding-up meeting by liquidator.
34	The Trewollack Wheal Rose Silver Lead Mining Company (Limited).	The working and developing the Trewollack Wheal Rose Silver Lead Mines, situate in the parish of St. Colomb, in the county of Cornwall.	144, Union-street, Plymouth.	26 Aug.	7	14	6,400	32	- ditto	- ditto -	- ditto - -	- ditto -	Being wound up voluntarily.
35	The North Tamar Lead and Silver Mining Company (Limited).	The purchasing or taking a grant for mining in and under an estate, called "North Hoe," situate at Beerferris, near Tavistock, in the county of Devon, and in and under the bed and banks of the River Tamar.	11, Tokenhouse-yard, London.	6 Sept.	7	70	15,000	5,000	- ditto	- ditto -	- ditto - -	- ditto -	Supposed to be still in operation.
36	The Great Wheal Metal Tin Mining Company (Limited).	To purchase the setts of a mineral piece of ground, situate in the parish of Breage, in the county of Cornwall, called or known as "Great Wheal Metal Mine," or any other mine or mineral ground adjoining, and to work the same for the production of tin, copper, silver, lead, or any other ores, minerals, &c.	224 and 225, Gresham House, Old Broad-street, London.	13 Sept.	7	7	20,000	10,000	- ditto	- ditto -	- ditto - -	- ditto -	- ditto.

At the Office for the Registration of Joint Stock Companies formed for working Mines within the Jurisdiction of the Court of the Vice Warden of the Stannaries—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken at Date of last Return.	Amount of Calls made on each Share at Date of last Return.	Total Amount of Calls Received at Date of last Return.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
				1864:			£.			£. s. d.	£. s. d.		
37	The Wheal Trevenna Tin and Copper Mining Company (Limited).	The acquiring a certain license to mine, search for and work for copper, tin, lead, and other ores, metals, &c., in and throughout the farm and lands called Trevenna, situate in the parish of St. Neot, in the county of Cornwall.	16, Ashley-terrace, North-road, Plymouth.	21 Oct.	7	25	12,000	1,200	1,200	6 – –	7,180 – –	126	Supposed to be still in operation.
38	The Norman China, Clay, and Tin Works Company (Limited).	To purchase and work beds of china clay, either for clay or tin or any other merchantable article or purpose, and to work lodes of tin at Alsovear, near St. Austle, in the county of Cornwall.	18, Clement's Inn, in the County of Middlesex.	23 Dec.	7	80	2,400	80	80	30 – –	2,345 – –	10	- ditto.
				1865:									
39	The Cornubia Tin Mining Company (Limited).	To purchase existing rights and interests of the lessee or lessees or other parties interested in, as well as taking a lease or leases of certain mining ground in the parish of Roche, in the county of Cornwall, &c., formerly known as the "Roche Rock Mine," and afterwards as the "Cornubia Mine," and prosecuting mining operations in England.	21, Park-row, Leeds -	12 Jan.	7	23	36,000	12,000	No return	No return	No return -	No return	Being wound up in the court of the Vice Warden of the Stannaries.
40	The East Saint Just United Mining Company (Limited).	The acquiring a mineral property situate in the parish of Saint Just, in the county of Cornwall, and the carrying on the business of a smelting and mining company.	32, New Broad-street, London.	18 Jan.	7	7	30,000	6,000	6,000	5*l.* on 170 shares. 3*l.* 7*s.* 6*d.* on 2,490 shares. 3*l.* on 3,340 shares.	19,108 15 –	145	Supposed to be still in operation.
41	New Bampfylde Copper Mining Company (Limited).	To acquire the mine or mines situate in the parish of North Molton, in the county of Devon, formerly worked under the title of the "Bampfylde Copper Mining Company," and any other lands, and to work the same and the ores and minerals discovered therein.	None registered - -	20 Jan.	8	1,425	10,000	2,000	2,000	1 10 –	3,000 – –	19	- ditto.
42	The New Clifford Mining Company (Limited).	The working of certain mines in the county of Cornwall.	Saint Michael's House, Cornhill, London.	15 Feb.	7	1,525	24,000	6,000	No return	No return	No return -	No return	- ditto.
43	The Brixham Hematite Iron Mining Company (Limited).	The taking on lease an estate situate at Brixham in the county of Devon, and opening and working the same.	4, New Broad-street, London.	23 Feb.	7	35	12,800	1,600	1,600	6 12 6	929 12 6	27	ditto.

44	The Old Gunnislake Mining Company (Limited).	The winning and getting by mining operations ores of tin, copper, lead, blende, and other minerals in certain mines, known as "The Old Gunnislake Mines and Gunnislake Consols, or Duchy Mines," situate in the parish of Colstock, in the county of Cornwall.	St. Michael's House, St. Michael's Alley, Cornhill, London.	23 Feb.	7	205	45,000	9,000	9,000	2*l.* on 472 shares. 1*l.* 5*s.* on 8,528.	10,571 12 0	45	-	ditto.
45	The British Mining and Smelting Company (Limited).	Purchasing and working of the mines known as "Crown Dale," situate in the county of Devon, and "Wheal Benny," otherwise "Tamar Duchy" and "River Tamar" and "Wheal Williams," situate in the county of Cornwall, and other mines, &c., in Cornwall and Devon, and elsewhere in Great Britain, and carrying on the business of a mining and smelting company.	22, Great St. Helen's, London.	3 May	7	830	300,000	15,000	No return	No return	No return	No return	-	ditto.
46	West Trelawny Mining Company (Limited).	Purchasing and working the West Trelawny mine in the parish of Gwennap, Cornwall.	Aldine Chambers, 61, Princess-street, Manchester.	15 May	7	35	30,000	10,000	ditto	- ditto	- ditto	- ditto	-	ditto.
47	Rose Cliff and Tolcarn Consolidated Silver Lead Mining Company (Limited).	Acquiring any quarries, mines, or mineral rights in the county of Cornwall or elsewhere, for the purpose of mining operations, and more especially the purchasing and working the grants of the mineral properties known as Rose Cliff and Tolcarne, situate at New Quay, in the said county.	15, Finsbury-place, South, Moorgate-street, London.	25 May	7	212	20,000	2,000	ditto	- ditto	- ditto	- ditto	-	ditto.
48	Wheal Penrose and Unity Mines Company (Limited).	To mine for silver, lead, and other metals, and generally the carrying on the business of a mining, smelting, and crushing company at Sithney, in the county of Cornwall.	2, Copthall Chambers, Throgmorton-street, London.	30 June	7	7	30,000	6,000	ditto	- ditto	- ditto	- ditto	-	ditto.
49	The Devon Great Maria Consolidated Mining Company (Limited).	Purchasing and working the lease or sett of a mineral piece of ground, formerly known as Lamerhove, in the parish of Lamerton, in the county of Devon, now called "Devon Great Maria Mine," or any adjoining piece of ground, with or without the machinery, &c.	None registered .. -	7 July	7	7	50,000	5,000	ditto	- ditto	- ditto	- ditto	-	ditto.
50	Devon Wheal Lopes Mining Company (Limited).	Acquiring the Old Lopes Mine, situate in the parish of Bickleigh, in the county of Devon, and the works, plant, stores, and effects belonging thereto, and carrying on the business of a mining and smelting company.	Aldine Chambers, Princess-street, Manchester.	7 July	7	7	20,480	1,024	ditto	- ditto	- ditto	- ditto	-	ditto.
51	The Noble Dale Mining Company (Limited).	Working a mining property situated in the parish of Perranuthnoe, in the county of Cornwall.	31, Regent-street, London.	24 Aug.	10	10	1,200	20	ditto	- ditto	- ditto	- ditto	-	ditto.

At the Office for the Registration of Joint Stock Companies formed for working Mines within the Jurisdiction of the Court of the Vice Warden of the Stannaries—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In England—*continued*.			1865:			£.			£. s. d.	£. s. d.		
52	The South Trevenna Tin and Copper Mining Company (Limited).	Acquiring and working Goonzion tin and copper mine, in the parish of St. Neot, in the county of Cornwall, and carrying on mining and smelting, &c.	16, Ashley-terrace, Northroad, Plymouth, Devon.	11 Oct.	7	45	15,000	3,000	No return	No return	No return -	No return	Supposed to be still in operation.
53	Sheepstor and Lyd River United Mining Company (Limited).	Acquiring and holding mining setts in the county of Devon, and particularly certain mining grounds in the parish of "Sheepstor," called "Holditch," and land situate in the parish of Lamerton, called "Indies" or "Ingo," and lands in the parish of Lydford, called "Barnshay Meadow," and "Oatenhill," and searching for, digging, dressing, and smelting copper, silver, lead, tin, &c.	No. 3, Duke street, Adelphi, in the parish of St. Martin's-in-the Fields, in the county of Middlesex.	6 Nov.	7	28	20,000	4,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
54	The Wheal Mary Florence Mining Company (Limited).	Purchasing and working East Wheal Florence Mine, situate in the parish of Callington, in the county of Cornwall.	Morice-square, Devonport, Devon.	22 Nov.	18	2,729	30,000	6,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
55	South Cornwall Mining Company (Limited).	Acquiring the Old Wheal Bonnie Mine in the county of Cornwall, and the works, plant, stores, and effects belonging thereto, and other mines, machinery, &c., and carrying on the business of a mining and smelting company.	Lancashire Insurance Buildings, St. Ann's-square, Manchester.	28 Nov.	7	24	40,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
56	The Penhall and Lomax Consolidated Silver Lead Mining Company (Limited).	Acquiring and working Penhall mine and Lomax mine, situate in the parish of Perranzabuloe in the county of Cornwall.	None registered - -	30 Nov.	7	960	45,000	15,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
57	Godolphin Hill Mining Company (Limited.)	Holding certain mineral rights over or upon a mineral sett, known as Godolphin Hill Mine, situate in the parishes of Breage and Germoe, in the county of Cornwall, and carrying on mining operations therein.	No. 3, Great St. Helen's, London, E. C.	14 Dec.	7	3,080	24,000	6,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.

				1866:									
58	The Great Trewollack Wheal Rose Silver Lead Mining Company (Limited).	Purchasing and working Trewollack Wheal Rose Silver Lead Mines, situate in the parish of St. Columb Minor, in the county of Cornwall, &c. &c., and the leasing and working of other mines in the county of Cornwall.	No. 17, Moorgate-street, London.	3 Feb.	7	7	19,200	6,400	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
59	The West Great St. George Copper Mining Company (Limited).	Purchasing or otherwise acquiring the leasehold interest in certain mines, known lately as "The Wheal Prudence Mines;" but now as "The West Great St. George Mines," situate at St. Agnes, in the county of Cornwall, &c.	None registered - -	9 Mar.	9	400	30,000	6,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
60	The New Trelawny Silver Lead Mining Company (Limited).	Purchasing and working in the mines, &c., in the lands known as "Venn," and "Penquite," situate in the parish of St. Ive, in the county of Cornwall, as are granted by one George Sidney Strode to George Samuel Niblett, or his assigns, for 21 years, from the 29th September 1865.	No. 75, Cannon - street West, London.	23 Mar.	7	7	20,000	10,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
61	The Wheal Norris Mining Company (Limited).	Purchasing and working Wheal Norris Mine, in the parish of St. Clear, in the county of Cornwall.	No. 40, Norfolk - street, Strand, in the City of Westminster.	2 April	7	4,778	30,000	6,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
62	The Great West Cornwall Mining Company (Limited).	The acquisition of the "Seton Consols" Mine, in the parish of Illogan, the "Bospibo" Mine, in the parish of Gwinear, the "Reviere" Mine, in the parish of Phillack, and the "Silver" Mine, in the parish of Gwithian, all in the county of Cornwall, with other properties, for mining or other purposes.	Lancashire Buildings, St. Ann's - square, Manchester.	27 April	7	133	100,000	5,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
63	The Okehampton Mining Company (Limited).	Purchasing certain lands in the parish of Okehampton, in the county of Devon, for the purpose of mining operations.	None registered - -	7 June	7	739	24,000	8,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.

Truro, 21 June 1866.

Wm. Michell,

Assistant Registrar of Joint Stock Companies formed for working Mines within the Jurisdiction of the Court of the Vice Warden of the Stannaries.

RETURNS of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all JOINT STOCK COMPANIES Formed since the 31st day of May 1864 to the 31st day of May 1866; distinguishing whether the Companies are Limited or Unlimited, and also Number of Shareholders in each of the said Companies at Date of last Return, and whether still in Operation, or being Wound up.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN IRELAND:			1864:			£.			£. s. d.	£. s. d.		
	1. (Limited Companies):												
179*	Holyford Copper Mining Company (Limited).	Purchase of interest in mining lease of Holyford mines, in county Tipperary, for mining purposes.	22, Nassau-street, Dublin	14 May	12	24,000	24,000	24,000	24,000	1*l.* on each of 4,000 shares, 2*s.* 6*d.* on each of 20,000 shares.	6,500 - -	12	Being wound up.
180*	Belfast and Provincial Building and Investment Company (Limited).	Building houses, and advancing and investing money.	21, High-street, Belfast -	18 May	7	70	100,000	4,000	2,000	2 10 -	4,853 1 6	197	Still in operation.
181	Dublin Sewage and Land Reclamation Company (Limited).	Receiving and utilizing the sewage of the city of Dublin.	No return - - -	10 June	7	7	1,000	100	No return	No return	No return -	No return	Not in operation.
182	York-street Flax Spinning Company (Limited).	Purchase of the buildings, machinery, &c. of the York-street Flax Spinning Company at Belfast, and carrying on the flax spinning and manufacturing business there.	87, Henry-street, Belfast	11 June	7	1,950	500,000	10,000	10,000	10 - -	100,000 - -	112	Still in operation.
183	Utilization of Sewage and Land Reclamation Company (Ireland) (Limited).	Receiving and utilizing of sewage in city and county of Dublin and elsewhere.	10, Ely-place, Dublin -	18 June	7	7	1,000	100	No return	No return	No return -	No return	- ditto.
184	Fox Rock Hotel Company (Limited).	Purchase of the Tourists' Hotel at Fox Rock, in county of Dublin, and carrying on the hotel business there.	110, Grafton-street, Dublin.	25 June	7	2,750	20,000	20,000	ditto	- ditto -	- ditto -	- ditto -	Not in operation.
185	Sartfell Slate Company (Limited).	Acquisition and working of the slate and other quarries of Sartfell Mountain, and part of Slieu-na-Fraughane Mountain, in the Isle of Man.	111, Victoria-street, Belfast.	2 July	7	1,750	20,000	20,000	20,000	5*s.* on each of 15,000 shares.	3,750 - -	56	Still in operation.
186	National Investment Company (Limited).	Effecting loans, and carrying on monetary and financial business and operations.	91, South Mall, Cork -	9 July	7	700	200,000	20,000	No return	No return	No return -	No return	Wound up.
187	Ballymena Weaving Company (Limited).	Manufactures, by weaving of linen and other fabrics.	No return - - -	11 July	15	120	12,000	120	ditto	- ditto -	- ditto -	- ditto -	- ditto.
188	Naas Gas Company (Limited) -	Lighting with gas Naas, in county of Kildare.	Town Hall, Naas, county Kildare.	14 July	7	160	2,000	1,000	995	2 - -	1,990 - -	28	Still in operation.

189	New Ross Butter and Provision Company (Limited).	Extension of provision trade and establishment of a butter market in New Ross.	Priory-lane, New Ross, county Wexford.	26 Aug.	10	289	2,000	1,000	1,000	2	1,000 - -	12	ditto.
190	Kerry Flax Company (Limited)	Erection of scutch mills, and manufacture and sale of flaxen and tow fabrics.	Killerick, Tralee, county Kerry.	3 Sept.	8	82	1,000	200	170	1 - -	130 - -	38	- ditto.
191	Provincial Gas Company of Ireland (Limited).	Lighting with gas towns or districts in Ireland.	No return - - -	27 Sept.	7	7	15,000	1,500	No return	No return	No return -	No return	Not in operation.
192	Dublin Loan Company (Limited).	Lending and borrowing money, purchasing and selling lands and tenements, and erecting buildings.	24, Great Ship-street, Dublin.	24 Oct.	7	22	12,000	1,000	273	No calls are made, but in lieu thereof 5s. per share is payable monthly.	2,352 17 11 received in monthly instalments.	148	Sti in operation.
193	Munster Bank (Limited) -	The business of banking in Ireland and elsewhere, and the purchase and disposal of lands and tenements, and the erection of buildings thereon.	85 and 86, South Mall, Cork.	4 Nov.	7	2,550	500,000	50,000	30,500	2 10 -	74,077 - -	287	- ditto.
194	Victoria Slate Company (Limited).	Working of slate quarries in Clashnasmut, Ahenny, Tiroc, Oldcastle, Curraheen, Ballybronoge, and Atty James, in county Tipperary, and purchasing rights and interests in respect thereof.	13, Leinster Chambers, Dame-street, Dublin.	10 Nov.	7	1,510	50,000	10,000	4,480	2 - -	11,630 - -	41	- ditto.
195	Newry Foundry Company (Limited).	Iron and brass foundry business, and flax and tow spinning business.	Edward-street, Newry -	10 Nov.	7	160	10,000	1,000	500	10 - -	5,000 - -	26	- ditto.
196	Coagh Loan and Monetary Company (Limited).	Lending and borrowing money, acquiring real or personal estate, and carrying on financial and monetary business.	Coagh, county Tyrone -	11 Nov.	7	500	10,000	1,000	1,000	2 - -	2,000 - -	16	- ditto.
197	Athenæum News Room Company (Limited).	Establishment of a news-room in Belfast, with newspapers and periodicals for the use of subscribers.	18½, High-street, Belfast	16 Nov.	15	53	1,000	200	75	2 - -	146 - -	24	- ditto.
198	Ennis Flax Scutching Company (Limited).	Scutching and preparing flax by machinery.	Upper Jail-street, Ennis	17 Nov.	7	85	1,000	100	100	10 - -	1,000 - -	7	- ditto.
199	Marine Salts Company of Ireland (Limited).	Manufacture of salts and other products from sea weeds, marine plants, and sea water.	37, College-green, Dublin	18 Nov.	8	40	25,000	5,000	2,374	- 10 -	1,187 - -	42	- ditto.
200	Edenderry Spinning Company (Limited).	Spinning flax, weaving linen, and manufacturing textile fabrics, and bleaching and dyeing same.	11, Callendar-street, Belfast.	1 Dec.	10	129	70,000	140	140	100 - -	14,000 - -	13	- ditto.
201	Traders' Loan and Discount Society (Limited).	Discounting bills, notes, and other negotiable securities, and lending and borrowing money.	4, Digges-street, Dublin	19 Dec.	7	14	2,000	1,000	No return	No return	No return -	No return	- ditto.
202	Kildeema Flag Quarry Company (Limited).	Raising, polishing, exporting, and selling flags.	Kildeema, near Kilkee, county Clare.	1865: 16 Jan.	10	36	1,000	100	ditto	- ditto -	- ditto -	- ditto -	- ditto.
203	Belfast Discount Company (Limited).	Lending and borrowing money, dealing in lands, tenements, and securities, receiving moneys on deposit, granting letters of credit, and transacting business of bankers.	23, Arthur-street, Belfast	19 Jan.	7	130	20,000	2,000	500	5 - -	2,500 - -	22	- ditto.

* These Companies are included, although registered previously to 31st May 1864, because they are not included in the last Return, which was sent in previously to their registration.

RETURN of Particulars of Joint Stock Companies formed since the 31st day of May 1864 to the 31st day of May 1866, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN IRELAND—*continued.*												
	(1.) Limited Companies—*continued.*			1865:			£.			£. s. d.	£. s. d.		
204	Londonderry Cooking Depôt Company (Limited).	Providing dining-rooms and cooking depôt in Londonderry, for use of working men.	11, Foyle-street, Londonderry.	9 Feb.	20	95	1,000	200	No return	No return	No return -	No return	Still in operation.
205	Tynwald Slate Company (Limited).	Working and developing the Laurel Bank Slate Quarries in the parish of German, Isle of Man.	111, Victoria-street, Belfast.	21 Feb.	8	1,425	30,000	30,000	5,825	- 7 6	2,165 12 6	45	- ditto.
206	Braidwater Spinning Company (Limited).	Purchase of the property and premises of the Ballymena Weaving Company (Limited), and the manufacture and sale of linens and other textile fabrics.	Bridge-street, Ballymena	22 Feb.	15	500	50,000	500	500	15 - -	5,000 - -	17	- ditto.
207	Charlemont and Moy Gas Light Company (Limited).	Manufacture and sale of gas, at or near to Charlemont and Moy, in counties Armagh and Tyrone.	Fort View, Charlemont, Moy.	1 Mar.	25	223	2,000	400	248	4 - -	952 - -	28	- ditto.
208	Sligo Steam Navigation Company (Limited).	Conveyance of passengers, goods, and live stock in steamers and other vessels, between such places as the Company may determine.	Wine-street, Sligo -	4 Mar.	7	326	25,000	500	500	50 - -	24,678 2 6	34	- ditto.
209	Tramore Gas Company (Limited).	Manufacture and sale of gas for lighting the town of Tramore, and its vicinity.	12, Little George's-street, Waterford.	6 Mar.	7	61	1,500	150	104	10 - -	744 10 -	14	- ditto.
210	Galway Graving Dock Company (Limited).	Construction and maintenance of graving docks, patent slips, warehouses, sheds, and wharves, at or near to Galway.	No return - - -	11 Mar.	9	180	10,000	2,000	No return	No return	No return -	No return	- ditto.
211	Palmerstown Association for Breeding Thorough - bred Horses (Limited).	Purchasing and selling, and breeding and rearing thoroughbred horses, and acquiring buildings and land for such purposes.	Palmerstown, Naas -	27 Mar.	9	240	20,000	2,000	1,028	5 - -	5,100 - -	73	- ditto.
212	United Kingdom Screw Collier Company (Limited).	Carriage from port to port of coal, ores, goods, and passengers, manufacture, hire, &c. of vessels, carriages, &c., and purchase and sale of coal, ores, and goods.	41, Dame-street, Dublin	8 April	8	1,400	100,000	20,000	4,777	3 10 -	12,769 10 -	68	- ditto.

213	Stillorgan Hotel Company (Limited).	Construction and maintenance of a hotel and boarding-house at Stillorgan, in County Dublin, and acquisition of Mansion House of Stillorgan Park, and acquisition of established hotels.	52, York-street, Dublin -	29 April	7	183	10,000	10,000	No return	No return	No return	-	No return	- ditto.
214	Dublin Joint Stock Society (Limited).	Carrying on such industrial trade and business as Company may approve; carrying on business of a co-operative society, acquisition and sale of real and personal estate.	3, High-street, Dublin -	2 May	7	28	4,000	4,000	887	On each of 469 shares, 10 *s.*; on each of 124 shares, 8*s.*; on each of 875 shares, 6 *s.*; on each of 163 shares, 4*s.*	276 11 -	290	-	ditto.
215	New Ross Gas Company (Limited).	Manufacture and sale of gas and products of gas, at New Ross.	Quay, New Ross, County Wexford.	4 May	35	809	5,000	1,000	1,000	1 - -	1,000 - -	51	-	ditto.
216	Palmerstown Flax, Tow, and Jute Spinning Company (Limited).	Establishment of factories in Dublin, and elsewhere in Ireland, for spinning and weaving flax, tow, and jute.	22, Wellington Quay, Dublin.	31 May	8	405	100,000	10,000	No return	No return	No return -	No return	-	ditto.
217	Belfast Masonic Hall Company (Limited).	Acquisition of land, and construction thereon of a hall for masonic and other meetings.	No return - - -	2 June	17	430	5,000	5,000	ditto -	- ditto -	- ditto -	- ditto -	-	ditto.
218	Mutual Goodwill and Fellowship Loan Company (Limited).	Lending money at interest, discounting bills and notes, investing money in real or personal estate, borrowing money, purchasing and selling freeholds, leaseholds, and copyholds, making advances for improvements in property, and erecting houses and other buildings.	11, Middle Jervis-street, Dublin.	29 June	11	82	10,000	2,000	321	No calls are made; but in lieu thereof, 5 *s.* per share is payable monthly.	1,194 12 - Received in monthly instalments.	42	-	ditto.
219	Aughmarloy Flax Spinning Company (Limited).	Manufacture and sale of articles of flax, tow, and cotton.	Lisdourt, Ballygawley, County Tyrone.	14 July	8	6,065	20,000	20,000	No return	No return	No return -	No return	-	ditto.
220	Wexford Gas Consumers' Company (Limited).	Manufacture and sale of gas and products of gas, at and in the neighbourhood of Wexford and New Ross.	Gas Works, Quay, Wexford.	4 Aug.	7	200	6,000	1,200	ditto -	- ditto -	- ditto -	- ditto -	-	ditto.
221	Falls Flax Spinning Company (Limited).	Purchase of mills, machinery, and premises of James Kennedy & Son, at Belfast, with the goodwill of the business, and the manufacture and sale of flaxen and other textile fabrics.	Conway-street, Falls-road, Belfast.	5 Aug.	7	500	100,000	2,000	2,000	15 - -	29,850 - -	45	-	ditto.
222	Hants Victoria Temperance Hotel Company (Limited).	Carrying on business of hotel-keepers.	No return - - -	14 Aug.	7	126	2,000	200	No return	No return	No return -	No return	-	ditto.
223	Swilby Hotel Company (Limited).	Acquisition of land at or near to Buncrana, in the county of Donegall, and building thereon a hotel, and carrying on business of hotel-keepers, wine and spirit merchants, job-masters, &c.	St. Helen's, Buncrana, County Donegall.	5 Sept.	7	48	3,000	300	ditto -	- ditto -	- ditto -	- ditto -	-	ditto.

RETURN of Particulars of Joint Stock Companies formed since the 31st day of May 1864 to the 31st day of May 1866, &c.—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN IRELAND—*continued.*			1865:			£.			£. s. d.	£. s. d.		
	(1.) Limited Companies—*continued.*												
224	Manx Slate Company (Limited)	Working and developing slate quarries in the parish of Patrick, in the Isle of Man.	111, Victoria-street, Belfast.	15 Sept.	7	415	200,000	20,000	No return	No return	No return -	No return	Still in operation.
225	Oola Lead and Copper Mining Company (Limited).	Purchasing interest in mines in lands of Oola, East, county of Limerick, and elsewhere in counties Limerick and Tipperary, and mining therein.	22, Nassau-street, Dublin	21 Sept.	7	350	25,000	25,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
226	Northern Spinning and Weaving Company (Limited).	Purchase of mills, machinery, and premises of A. W. Craig & Co., and of James Campbell, jun. & Co., of Belfast, with the goodwill of the businesses, and the manufacture and sale of flaxen and other textile fabrics.	6, Donegal-square, West, Belfast.	23 Sept.	8	1,197	200,000	2,000	2,000	10 - -	20,000 - -	40	- ditto.
227	Gunning & Campbells (Limited).	Purchase of mills, machinery, and premises of Gunning & Campbells, of Belfast, with the goodwill of the business, and the manufacture and sale of flaxen and other textile fabrics.	Castle-buildings, Belfast	7 Oct.	7	630	100,000	2,000	2,000	15 - -	30,000 - -	43	- ditto.
228	Canterbury Investment Company (Limited).	Acquisition and disposal of lands and live stock in New Zealand and other British Colonies, and carrying on business of farmers and station holders there.	1 and 2, Donegal Place-buildings, Donegal-place, Belfast.	14 Oct.	7	287	100,000	4,000	No return	No return	No return -	No return	- ditto.
229	Masonic Hall Company of Ireland (Limited).	Construction and maintenance of a masonic hall in the City of Dublin.	Freemasons' Hall, Dame-street, Dublin.	14 Oct.	7	120	8,000	1,600	1,600	2 - -	3,046 10 -	157	- ditto.
230	Gresham Hotel Company (Limited).	Conducting business of hotel-keepers in Ireland.	91, South Mall, Cork -	14 Oct.	7	700	20,000	4,000	No return	No return	No return -	No return	- ditto.
231	Westport Gas Company (Limited).	Manufacture and sale of gas, coke, and coal.	No return - - -	25 Oct.	7	250	3,000	300	ditto -	- ditto -	- ditto -	ditto -	- ditto.
232	Passage, Glenbrook, and Monkstown Gas and Water Consumers' Company (Limited).	Lighting with gas towns of Passage, Glenbrook, and Monkstown, and supplying same with water by means of waterworks.	No return - - -	11 Nov.	7	185	4,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
233	South of Ireland Fishing Company (Limited).	Carrying on business of fishing, laying out, &c. oyster beds, importing ice, curing fish, pro-	91, South Mall, Cork -	17 Nov.	7	200	20,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.

234	National Building and Land Investment Company of Ireland (Limited).	Dealing in lands, &c. and real securities, erecting and repairing buildings, selling, &c. lands, &c., receiving moneys, granting letters of credit, doing business of bankers, insuring houses, &c., investing moneys, and lending and borrowing moneys.	27, Dame-street, Dublin	21 Nov.	11	505	1,000,000	100,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
235	Castle Island Linen Company (Limited).	Acquiring lands of Averell Shillington, of Portadown, erecting buildings thereon, carrying on business of yarn and cloth manufactures, &c., and cultivating, &c. land.	36, High-street, Portadown.	5 Dec.	8	100	10,000	100	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
236	City of Glasgow Flax Spinning Company (Limited).	Purchase of St. Rollox flax spinning mill at Glasgow, with goodwill of the business, and manufacture and sale of textile fabrics.	13, Donegal - square, North, Belfast.	6 Dec.	7	460	200,000	4,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
237	City of Dublin Brewery Company (Limited).	Purchase of distillery premises of Black Pitts, Dublin, conversion of same into brewery, and carrying on business of brewers.	Black Pitts, Fumballey-lane, Dublin.	7 Dec.	7	350	100,000	5,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
238	Cork Refreshment Rooms Company (Limited).	Providing refreshment-rooms in Cork, and elsewhere, for working classes and others.	5, Lavitt's Quay, Cork -	9 Dec.	11	170	2,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
239	Waterford Dining Rooms Company (Limited).	Providing refreshments at a cheap rate, and a reading-room.	12, Little George's-street, Waterford.	11 Dec.	7	40	500	500	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
240	Smithfield Flax Spinning and Weaving Company (Limited).	Purchase of mills, machinery, and premises of J. and J. Herdman & Co., at Belfast, with goodwill of the business, and manufacture and sale of textile fabrics.	40, Smithfield, Belfast -	11 Dec.	7	810	100,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
241	Pembroke Loan Company (Limited).	Raising money by weekly subscriptions, discounting bills, &c., lending money, from 1 *l.* to 100 *l.*, investing and borrowing money.	12, Haddington - road, Dublin.	15 Dec.	7	32	2,000	1,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
242	Forest Brook Linen Manufacturing Company (Limited).	Manufacture of linen - -	Forest Brook, Rostrevor, County Down.	28 Dec.	7	2,270	50,000	5,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
243	Limerick Warehouse Company (Limited).	Carrying on drapery and general mercantile business of firm of Thomas Revington & Co., of Limerick, and purchasing goodwill and stock in trade of said firm.	16, George-street, Limerick.	30 Dec.	7	963	50,000	1,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
244	Portadown Linen Company (Limited).	Manufacture and sale of textile fabrics.	Portadown - - -	1866: 5 Jan.	7	400	20,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.

RETURN of Particulars of Joint Stock Companies formed since the 31st day of May 1864 to the 31st day of May 1866, &c.—*continued*.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN IRELAND—*continued*.												
	(1.) Limited Companies—*continued*.			1866:			£.						
245	Limavady Spinning and Weaving Company (Limited).	Manufacture and sale of textile fabrics.	87, Ballyclose-street, Newtownlimavady, county Londonderry.	19 Jan.	7	132	15,000	600	No return	No return	No return -	No return	Still in operation.
246	Etna Insurance Company (Limited).	Carrying on business of fire, marine, and other insurances.	46 and 47, Upper Sackville-street, Dublin.	25 Jan.	7	1,000	500,000	50,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
247	Belfast and Ulster Brewing Company (Limited).	Carrying on business of brewery of ale, porter, and beer.	No return - - -	26 Jan.	30	580	60,000	6,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
248	Irish Sea Fishery Company (Limited).	Taking, curing, and disposing of fish.	176, Great Brunswick-street, Dublin.	3 Feb.	7	48	30,000	300	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
249	Tandragee Spinning Company (Limited).	Manufacture and sale of linen and other textile fabrics.	Tandragee, county Armagh.	7 Feb.	7	95	25,000	250	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
250	Suffolk Finishing Company (Limited).	Acquiring from Finlay M'Cance part of lands of Englishtown, in county Antrim, and finishing, &c., yarns, linens, and other textile fabrics.	13, Calendar-street, Belfast.	7 Feb.	7	310	50,000	1,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
251	Blackstaff Flax Spinning and Weaving Company (Limited).	Purchase of apparatus and premises of firm of John Boyd and Son, at Belfast, with goodwill of the business, and manufacture of linen and other textile fabrics.	189, Durham-street, Belfast.	17 Feb.	7	800	100,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
252	Newtownards Brewing Company (Limited).	Purchase of brewery of John Johnston, at Newtownards, with the goodwill of the business, and carrying on the brewing business.	Regent-street, Newtownards.	23 Feb.	7	400	20,000	2,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
253	Ballintoy Limeworks Company (Limited).	Completion of harbour at Ballintoy, county Antrim, and export and import of lime and limestone, and import of coal.	No return - - -	24 Feb.	7	480	3,200	640	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
254	Newry Saw Mills Wood and Iron Company (Limited).	Taking up and prosecuting branches of business of Francis Carvill and Son, of Newry, viz., importation of foreign timber, slates, iron, &c., and sale of same.	Merchants'-quay, Newry	5 Mar.	10	2,100	50,000	5,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
255	Fermoy Refreshment Rooms Company (Limited).	Providing refreshment rooms in Fermoy for working classes, &c.	Flour Mill, Fermoy, county Cork.	6 Mar.	8	106	500	500	ditto -	- ditto -	- ditto -	- ditto -	- ditto.

256	Knockcloghrim Flax and Tow Spinning Company (Limited).	Establishing at Knockcloghrim, county Londonderry, a flax and tow spinning mill, in connexion with Friedlander's Patent Flax Works, and the manufacture and sale of textile fabrics.	Knockcloghrim, Castle Dawson, county Londonderry.	7 Mar.	7	375	20,000	4,000	ditto -	- ditto -	- ditto -	- ditto -	ditto.
257	Whiteabbey Flax Spinning Company (Limited).	Purchase of mills and premises of John Thomson Cowan, at Duncrue, Liscolman, and White Abbey, county Antrim, with the goodwill of the business, and manufacture and sale of linen and other textile fabrics.	1, Wellington-place, Belfast.	8 Mar.	7	670	200,000	4,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
258	Northern Bleaching, Finishing, and Packing Company (Limited).	Bleaching, printing, dyeing, finishing, &c., of yarns, linens, and other fabrics, and purchase and sale of such goods and fabrics.	50, Waring-street, Belfast.	15 Mar.	7	62	10,000	100	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
259	Portrush Gas Company (Limited).	Manufacture and sale of gas, coke, coal, &c.	Antrim Arms Hotel, Portrush, county Antrim.	15 Mar.	8	100	1,500	300	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
260	Fermoy Catholic Parish Church Works Company (Limited).	Erecting spire, &c., upon the Roman Catholic parish church of Fermoy.	Roman Catholic parish church, Fermoy.	28 Mar.	7	95	3,000	600	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
261	Royal Land Building and Investment Company (Limited).	Lending money on landed security, taking and dealing in houses and buildings, and improving same, acquiring landed property and improving same, and building thereon, disposing of Company's property, borrowing money, and dealing in securities.	Insurance-buildings, Waring-street, Belfast.	11 April	7	140	100,000	10,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
262	Hillsborough Woollen Company (Limited).	Manufacture and sale of woollen, linen, cotton, and other fabrics.	No return - - -	22 May	7	190	30,000	600	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
263	Ulster Steam Towing Company (Limited).	Providing steam-tugs, passenger steamers, lighters and hulks, acquiring wharfs, quays, piers, &c., and providing diving apparatus.	No return - - -	29 May	7	265	10,000	1,000	ditto -	- ditto -	- ditto -	- ditto -	- ditto.
	(2.) Unlimited Companies:			1865:									
1	Belfast Banking Company -	Carrying on business of bankers -	Donegal-street, Belfast -	22 Dec.	Company was registered as an existing Company, without a Memorandum of Association.		1,000,000	10,000	5,000	- ditto -	- ditto -	302	- ditto.

14 June 1866.

Geo. Crawford,
Assistant Registrar of Joint Stock Companies for Ireland.

SCOTLAND.

RETURN of the Names, Objects, Places where Business is or was conducted, Date of Registration, Nominal Capital, Number of Shares into which it is Divided, Number of Shares taken, Number of Persons who Signed the Memorandum of Association, the Total Number of Shares taken by such Subscribers, Amount of Calls made on each Share, and Total Amount of Calls received of all JOINT STOCK COMPANIES Formed since last Return in 1864 to the 31st May 1866; distinguishing whether the Companies are Limited or Unlimited, and whether still in Operation or being Wound up.

I.—COMPANIES Formed and Registered under "The Companies Act, 1862" (25 & 26 Vict. c. 89), as Limited Companies.

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	IN SCOTLAND:			1864:			£.			£. s. d.	£. s. d.		
36	The Clyde Steam Ship Company (Limited).	The acquiring of ships for every purpose, and trading between Glasgow and other ports.	14, Maxwell-street, Glasgow.	18 May	7	370	200,000	8,000	370	Not stated	Not stated -	No return made.	Wound up.
37	Bonnington Sugar Refining Company (Limited).	To buy, sell, and refine sugar -	Bonnington - - -	23 May	14	614	50,000	500	500	50 - -	25,000 - -	15	Still in operation.
38	The Mid-Calder Mineral Oil Company (Limited).	To acquire shale or oil mineral, to re-distil the products thereof, and convert the same into paraffin, &c.; to erect the necessary buildings, acquire leases, &c.	Oakbank, County Midlothian.	11 June	10	81	25,000	250	151	100 - -	13,300 - -	9	- ditto.
39	Scottish Fire Insurance Company (Limited).	Business of fire insurance - -	31, George-street, Edinburgh.	1 July	9	750	1,000,000	50,000	19,701	2 - -	39,207 - -	200	- ditto.
40	East of Scotland Financial Company (Limited).	To lend money; to buy or sell property.	10, Reform-street, Dundee.	7 Sept.	10	108	10,000	1,000	108	6 - -	777 - - 204*l.* in advance.	10	- ditto.
41	The Montrose Friendly Coal and Shipping Company (Limited).	To carry on the coal and shipping trade.	122½, High-street, Montrose.	7 Sept.	12	26	1,000	1,000	24	Not stated	Not stated -	No return made.	- ditto.
42	The Aberdeen Sanatory Reform Company (Limited).	To improve the social condition of the poorest classes by building, purchasing, or letting houses.	88, Broad-street, Aberdeen.	28 Oct.	9	460	2,000	2,000	1,673	1 - -	1,623 - -	65	- ditto.
43	The Staffordshire Copper Extracting Company (Limited).	The treatment of ores and extraction of metals by Henderson's patents.	Not stated - - -	1 Nov.	12	850	20,000	1,000	1,000	8 - -	8,000 - -	17	- ditto.
44	The Montrose Steam Tug Company (Limited).	The maintenance of steam tug and pilot boats for the Port and Harbour of Montrose.	North Quay, Montrose -	27 Dec.	7	248	2,728	248	248	11 - -	2,728 - -	34	- ditto.
				1865:									
45	The Aberdeen and Newcastle Steam Navigation Company (Limited).	To carry passengers, live stock, and goods between different places.	Aberdeen - - -	13 Feb.	7	26	5,000	50	26	Not stated	Not stated -	No return made.	- ditto.

46	Glenfield Company, Kilmarnock (Limited).	Trading in and manufacturing wood and metals.	Kilmarnock - - -	13 Feb.	12	507	20,000	1,000	607	10 - -	5,295 - -	18	-	ditto.
47	Glasgow Anchor and Chain Cable Testing Company (Limited).	The erection of testing machines, to test, manufacture, or repair anchors and chain cables.	42, West George-street -	6 Mar.	8	250	5,000	1,000	1,000	5 - -	4,275 - -	35	-	ditto.
48	The Inverary Ferry and Coach Company (Limited).	The conveyance of passengers -	Inverary - - -	6 Mar.	7	13	1,300	26	21	50 - -	1,050 - -	11	-	ditto.
49	The Aberdeen Co-operative Building Company (Limited).	To build, sell, or let houses for and to the working classes.	58, Castle-street, Aberdeen.	15 Mar.	12	119	3,000	3,000	1,566	- 15 -	1,168 5 -	359	-	ditto.
50	The Irrawaddy Flotilla and Burmese Steam Navigation Company (Limited).	To acquire the flotilla of steamers and troop vessels lately purchased by Messrs. Todd, Findlay & Co., of Rangoon and Moulmein, and to acquire the part of the contract of Messrs. Todd, Findlay & Co., with Her Majesty's Government.	15, St. Vincent-place, Glasgow.	15 Mar.	7	640	100,000	2,000	640	Not stated	Not stated -	No return made.	-	ditto.
51	The Bothwell (C. W.) Land and Petroleum Company (Limited).	To purchase the Bothwell property of the Hon. Geo. Brown, in the county of Kent, Canada West; 2nd, the property of the Zone Oil Company, adjoining the Bothwell property, to do all necessary to carry on the business of extracting oil, metals, minerals, &c.	146, Buchanan - street, Glasgow.	24 Mar.	7	1,590	100,000	10,000	6,000	5,000 4 - 1,000 10 -	26,320 - -	60	-	ditto.
52	Kennedy's Patent Water Meter Company (Limited).	To manufacture water meters -	Kilmarnock - - -	28 Mar.	10	100	10,000	100	100	65 - -	6,500 - -	12	-	ditto.
53	The Dundee Working Men's Houses Association (Limited).	To acquire land, build, buy, or alter houses; to let, sell, or dispose of the same.	30, Reform-street, Dundee.	8 April	12	130	1,000	1,000	1,000	- 6 8	301 - -	113	-	ditto.
54	The Culter Mills Paper Company (Limited).	To purchase machinery and obtain 19 years' lease of the Culter Mills; to manufacture paper and charter ships.	Aberdeen - - -	10 April	32	518	25,000	500	500	40 - -	20,000 - -	32	-	ditto.
55	The Scottish Assam Tea Company (Limited).	To purchase land and grow tea in India.	13, Queen-street, Edinburgh.	10 April	9	705	100,000	10,000	8,679	2 - -	16,968 - -	223	-	ditto.
56	The Arbroath Shipbuilding Company (Limited).	To build and repair ships and boats.	15, Hill-street, Arbroath	15 April	7	32	2,000	200	170	10 - -	1,630 - -	46	-	ditto.
57	The Arbroath Public Buildings Company (Limited).	To build a hall - - - -	15, Hill-street, Arbroath	22 April	7	210	5,000	1,000	562	5 - -	2,555 - -	84	-	ditto.
58	The Canterbury and Otago Association (Limited).	To purchase, improve, sell, or let lands in New Zealand; breed sheep and cattle, and to do the usual business of stock farmers and graziers.	Not stated - - -	28 April	8	8	500,000	5,000	2,110	100 - - on 1,650 10 - - on 460	169,600 - -	24	-	ditto.
59	The Tyne Metal Extracting Company (Limited).	To acquire from the British Metal Extracting Company (Limited), and William Henderson, Glasgow, their several rights and interests for the working of William Henderson's patents within a radius of 12 miles round the town of Jarrow.	146, Buchanan - street, Glasgow.	25 May	13	4,460	60,000	6,000	5,900	2 - -	11,300 - -	35	-	ditto.
60	The Glasgow Jute Company (Limited).	To purchase the Baltic and Clyde Linen Works in Glasgow, and to do business in jute, flax, hemp, and other fibrous substances.	5, Ingram-street, Glasgow	1 July	8	720	500,000	20,000	720	Not stated	Not stated -	No return made.	-	ditto.

I.—Companies Formed and Registered under "The Companies Act, 1862" (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken.	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Scotland—*continued.*			1865:			£.			£. s. d.	£. s. d.		
61	The River Plate Telegraph Company (Limited).	To construct a telegraph between Buenos Ayres and Monte Video, with branches.	146, Buchanan-street, Glasgow.	20 Sept.	7	570	40,000	4,000	570	Not stated	Not stated	No return made.	Still in operation.
62	West Kilpatrick Gas Company (Limited).	To supply gas to West Kilpatrick and places adjacent.	106, West George-street, Glasgow.	6 Oct.	10	245	4,000	400	245	ditto	ditto	ditto	ditto.
63	John Fowler and Company (Limited).	To do business as maltsters and brewers in Prestonpans; to purchase, &c. the brewery of John Fowler & Co.	High-street, Prestonpans	14 Oct.	7	92	100,000	1,000	300	60 – –	18,000 – –	29	ditto.
64	Steam Plough Company (Limited).	To make and sell apparatus under the patents of Alexander Leslie, of Turriff; to make and sell other agricultural instruments.	Not stated	17 Oct.	7	195	2,000	2,000	195	Not stated	Not stated	No return made.	ditto.
65	The Glasgow and South African Company (Limited).	To acquire lands in South Africa; to improve and cultivate them, erect buildings, make roads, &c.; to stock them with sheep, horses, cattle, &c.	71, Queen-street, Glasgow.	4 Nov.	7	140	100,000	1,000	140	ditto	ditto	ditto	ditto.
66	The New Zealand Scotch Trust (Limited).	To advance moneys on land and real or personal property, or to purchase the same; to take transfers of mortgages; to do business as a capitalist or merchant with New Zealand, &c.	36, Hanover-street, Edinburgh.	25 Nov.	7	70	30,000	300	70	ditto	ditto	ditto	ditto.
67	United Steam Towing and Navigation Company (Limited).	To purchase or otherwise obtain use of vessels for the conveyance of passengers, goods, cattle, &c.	6, Oswald-street, Glasgow.	29 Nov.	9	2,180	50,000	10,000	2,180	ditto	ditto	ditto	ditto.
68	The Kinross Woollen Mill Company (Limited).	For manufacturing purposes; for dyeing wool, buying wool, spinning yarn, cleaning goods, hot pressing goods, &c.	Old County-buildings, Kinross.	2 Dec.	9	510	10,000	2,000	510	ditto	ditto	ditto	ditto.
69	John Lindsay Scott and Company (Limited).	To acquire the firm of John Lindsay Scott & Co., of Kingholme, tweed manufacturers, and to acquire any other similar business.	Kingholme, Dumfries	7 Dec.	7	600	80,000	4,000	600	ditto	ditto	ditto	ditto.
70	West Cumberland Silver Lead Mining Company (Limited).	Mining in any part of Great Britain or Ireland.	79, St. Vincent-street, Glasgow.	14 Dec.	7	6,650	60,000	60,000	6,650	ditto	ditto	ditto	ditto.
71	The Ardrossan Cemetery Company (Limited).	To provide burial accommodation for Ardrossan, by acquiring ground contained in a fen, disposition by the Commissioner for the late Earl of Eglinton and Winton to John Barr, Provost of Ardrossan.	6, Barr-lane, Ardrossan	16 Dec.	11	11	300	60	35	5 – –	175 – –	35	ditto.

72	The Greenock and Helensburgh Steamboat Company (Limited).	To convey passengers and all sorts of goods on the Frith of Clyde, and locks adjacent; to purchase, build, or lease quays, piers, wharves, &c.	9, Custom House-place, Greenock.	18 Dec.	7	410	20,000	4,000	410	Not stated	Not stated	No return made.	Still in operation.
73	Bridge of Allan Hydropathic Company (Limited).	To carry on the usual business of a Hydropathic Institution.	67, West Regent-street, Glasgow.	29 Dec.	7	105	10,000	1,000	105	ditto	ditto	ditto	ditto.
74	Young's Paraffin Light and Mineral Oil Company (Limited).	To extract crude oil from coal or shale; to convert it into refined oil and other products; to obtain coal therefor, erect machinery, &c.	7, South Frederick-street, Glasgow.	1866: 4 Jan.	7	1,850	600,000	6,000	1,850	ditto	ditto	ditto	ditto.
75	The Capeldrae Oil and Coal Company (Limited).	To work coal, bituminous shale and other combustible substances, to extract oil and other products therefrom.	Oakfield by Blair Adam, Fifeshire.	5 Jan.	7	140	1,400	140	140	ditto	ditto	ditto	ditto.
76	Forfar and Kincardine Masonic Hall Company (Limited).	To erect a hall for the Forfar and Kincardine lodge of Freemasons; to acquire buildings; to let, sell, or dispose of the ground and buildings.	24, Meadowside, Dundee	24 Jan.	10	126	520	400	126	ditto	ditto	ditto	ditto.
77	Unst Shipping Company (Limited).	To convey passengers, &c. between the ports of Unst and Lerwick, and other places.	Not stated	30 Jan.	7	45	800	160	128	4	512	26	ditto.
78	The Coatbridge Tin Plate Works (Limited).	To manufacture malleable iron and tin plate.	Coatbridge	2 Feb.	11	240	12,000	240	240	50	11,810	11	ditto.
79	The Alva Water Company (Limited).	To supply Alva and places adjacent with water.	Brook-street, Alva	16 Feb.	11	80	1,000	4,000	80	Not stated	Not stated	No return made.	ditto.
80	The New Zealand and Australian Land Company (Limited).	To do the business of stock farmers, graziers, agriculturists, and owners of lands and mines in New Zealand and Australia.	16, Carlton-place, Glasgow.	8 Mar.	8	8	2,000,000	20,000	8	ditto	ditto	ditto	ditto.
81	The Grantown Water Company (Limited).	To supply Grantown with water	27, South Side, Grantown	12 Mar.	7	56	300	300	56	ditto	ditto	ditto	ditto.
82	The Airdrie Mineral Oil Company (Limited).	To acquire mineral substances from which oil, tar, grease, paraffin, or other hydrocarbonaceous products may be obtained.	108, Chapel-street, Airdrie.	13 Mar.	7	9	10,000	500	9	ditto	ditto	ditto	ditto.
83	India Jute Company (Limited)	To deal as merchants, dealers in jute, flax, hemp, and other textile or fibrous substances; to purchase or acquire lands, &c. in Serampore, in the zillah of Hooghly, Bengal, and elsewhere; to appoint agents in Great Britain or India; to amalgamate, if necessary, with other Companies.	5, Ingram-street, Glasgow	14 Mar.	7	650	250,000	10,000	650	ditto	ditto	ditto	ditto.
84	Y. M. Tennant and Company (Limited).	To carry on business as engineers, founders, and ship and bridge builders; to manufacture, let, hire, purchase, or vend engines, machinery, rolling stock, railway plant, boilers, tools, implements, &c. under patents, or otherwise; to establish agencies, depôts, or workshops, &c.	Bowershall Engine Works, Leith.	27 Mar.	17	500	50,000	500	17	ditto	ditto	ditto	ditto.

I.—Companies Formed and Registered under "The Companies Act, 1862" (25 & 26 Vict. c. 89), as Limited Companies—*continued.*

No.	Name of Company.	Objects.	Place of Business.	Date of Registration.	Number of Persons who Signed the Memorandum of Association.	Total Number of Shares taken by Subscribers to Memorandum of Association.	Nominal Capital.	Number of Shares into which it is Divided.	Number of Shares taken	Amount of Calls made on each Share.	Total Amount of Calls Received.	Number of Shareholders in Company at Date of last Return.	Whether still in Operation, or being Wound up.
	In Scotland—*continued.*			1866:			£.			£. s. d.	£. s. d.		
85	The Airdrie Public Hall Company (Limited).	To acquire ground, and build a public hall in Airdrie.	New Monkland, Airdrie	29 Mar.	9	120	2,500	2,500	120	Not stated	Not stated -	No return made.	Still in operation.
86	The Glasgow West African Company (Limited).	To carry on a general trade with the West Coast of Africa, and other places.	30, Royal Exchange-square, Glasgow.	4 Apr.	7	250	250,000	2,500	250	ditto	ditto - -	ditto - -	ditto.
87	Scottish Oil Company (Limited)	To manufacture paraffin and shale oil, &c.	36, Hanover-street, Edinburgh.	12 Apr.	7	700	20,000	2,000	700	ditto	ditto - -	ditto - -	ditto.
88	The Glasgow Poultry Company (Limited).	To supply the Glasgow and other markets with poultry and eggs.	13, Virginia-street, Glasgow.	1 May	7	170	10,000	10,000	170	ditto	ditto - -	ditto - -	ditto.
89	The City of Edinburgh Brewery Company (Limited).	To carry on business as brewers and maltsters.	7, North St. Andrew-street, Edinburgh.	3 May	8	450	50,000	5,000	450	ditto	ditto - -	ditto - -	ditto.
90	Kincardineshire Steam Ploughing Company (Limited).	To purchase steam machinery for agricultural or other purposes, to let or do work at certain rates.	Fernyflatt, Kinneff, Kincardineshire.	15 May	68	1,741	1,600	1,600	1,741	ditto	ditto - -	ditto - -	ditto.
91	The Errol Gaslight Company (Limited).	To supply Errol with Gas - -	Errol - - - -	17 May	8	286	3,000	3,000	286	ditto	ditto - -	ditto - -	ditto.
92	The Monkland Oil Refining Company (Limited).	To purchase, refine, and sell oils; erect necessary plant; acquire lands, &c.; to develope oil wells in Burmah, either solely or jointly.	180, West George-street, Glasgow.	18 May	8	675	10,000	1,000	675	ditto	ditto - -	ditto - -	ditto.

II.—Companies Formed and Registered under "The Companies Act, 1862," as Unlimited Companies.

				1864:									
4	Scottish Fire Insurance Company.	Business of fire insurance generally.	31, George street, Edinburgh.	9 June	9	950	1,000,000	50,000	950	Not stated	Not stated -	No return made.	Wound up.
5	Aberdeen Sea Insurance Company.	Business of marine insurance -	36, Marischal-street, Aberdeen.	12 Oct.	11	20	2,000	20	20	25 - -	500 - -	13 - -	Still in operation.
6	The Albion Shipping Company	Acquiring ships, and trading therewith.	15, St. Vincent-place, Glasgow.	25 Nov.	7	1,380	200,000	2,000	1,380	Not stated	Not stated -	No return made.	- ditto.
				1865:									
7	Coatbridge Gaslight Company	To supply Coatbridge with gas -	Coatbridge - - -	29 Mar.	8	714	6,591	2,197	714	ditto	ditto - -	ditto - -	ditto.
8	The Arbroath Steelyard Company.	The weighing of goods and merchandise.	15, Hill-street, Arbroath	21 June	7	7	120	60	49	2 - -	98 - -	49 - -	ditto.
9	The Royal Scottish Insurance Company.	Fire and life insurance - -	Not stated - - -	8 Aug.	7	18	2,000	1,000	18	Not stated	Not stated -	No return made.	Wound up.
10	The Scottish Commercial Insurance Company.	The business of fire insurance, and of life insurance if authorised by special resolution of the Company.	35, St. Vincent-place, Glasgow.	9 Aug.	7	3,450	1,000,000	100,000	3,450	ditto	ditto - -	ditto -	Still in operation

11	The Rhinus Cattle Insurance Company.	To limit the ravages of contagious and infectious diseases of cattle; and to mitigate their pressure on individuals; mutual insurance against cattle plague; pleuro-pneumonia and other diseases.	Sun-street, Stranraer -	25 Sept.	8	One hundred members -	- -	- -	- -	ditto -	- ditto.
12	Western Morayshire Cattle Plague Assurance Corporation.	By means of mutual insurance, to limit the ravages of cattle plague and rinderpest, and mitigate its pressure on individuals.	189, High-street, Forres	30 Nov.	7	One hundred members -	- -	- -	- -	ditto -	- ditto.
13	The Scottish Imperial Insurance Company.	Fire and life insurance; to guarantee fidelity of persons in places of trust.	130, Buchanan-street, Glasgow.	1866: 16 Jan.	17	2,600	1,000,000	100,000	20,515	1 - -	18,407 18 -	264	- ditto.
14	Dundee Seal and Whale Fishing Company.	To prosecute the seal and whale fisheries.	Whale Yavel, Dock-street, Dundee.	23 Jan.	30	103	100,000	200	103	Not stated	Not stated -	No return made.	- ditto.
15	The Airdrie Gaslight Company	To supply Airdrie, and places adjacent, with gas.	Airdrie - - -	18 Apr.	27	449	10,000	1,000	449	ditto -	ditto -	ditto -	- ditto.

III.—Companies existing previously to the passing of "The Companies Act, 1862," and subsequently Registered under that Act as Limited Companies.

2	The Dundee Corn Exchange and Public Hall Association (Limited).	A corn exchange, and a hall for assemblies, public meetings, &c.	Bank-street, Dundee -	1864: 15 May	- -	- -	6,470	1,294	974	5 - -	4,570 18 -	229	Still in operation.
3	The Argentine Land and Stock Company (Limited).	As land and stockowners in the Argentine Republic in South America.	75, St. Vincent-street, Glasgow.	28 Aug.	- -	- -	20,000	200	75	Nil -	- Nil -	10	- ditto.

IV.—Companies existing previously to the passing of "The Companies Act, 1862," and subsequently Registered under that Act as Unlimited Companies.

14	The Dreadnought Whale and Seal and Fishing Company.	To employ the ship "Sir Colin Campbell" in the Northern Seas.	35, Broad-street, Peterhead.	1865: 4 May	- -	- -	5,000	100	98	50 - -	3,558 5 9	26	Still in operation.
15	Peterhead Whale and Seal Fishing Company.	To carry on the whale and seal fisheries in the Greenland Seas.	78, Lougate-street, Peterhead.	29 June	- -	- -	5,500	550	550	Not stated	Not stated -	50	- ditto.

Exchequer Chambers, Edinburgh,
27 June 1866.

John Henderson,
Registrar Joint Stock Companies, Scotland

RETURNS of the Names, Objects, &c. of all Joint Stock Companies Formed since 31 May 1864 to 31 May 1866; distinguishing whether the Companies are Limited or Unlimited, and also the Number of Shareholders in each of the said Companies at Date of last Return, and whether still in Operation, or being Wound up; and the Total Number Registered in the City of *London*, or within Five Miles of the General Post Office (in continuation of Parliamentary Paper, No. 452, of Session 1864).

(*Mr. Lusk.*)

Ordered, *by* The House of Commons, *to be Printed*,
20 *July* 1866.

[*Price* 1*s.* 2 *d.*]

MALT AND BARLEY.

RETURN to an Order of the Honourable The House of Commons, dated 5 March 1866;—*for*,

RETURNS "of the Quantity of MALT brought to Charge in each Round, to commence with September 1862, down to the present Time:"

"Of the Quantity of FOREIGN BARLEY Imported in each Month of the same Period:"

"And, of the Average Price as returned in ditto."

(*Mr. Rebow.*)

Ordered, by The House of Commons, *to be Printed*,
13 *March* 1866.

M A L T.

RETURN of the Quantity of MALT brought to Charge in each Round, commencing with September 1862, down to the present Time.

ROUNDS ENDED	Bushels of Malt brought to Charge.	
	Charged with Duty.	Duty Free for Distillation, Exportation, and Feeding Cattle.
30th September 1862	686,211	203,062
15th November „	5,107,402	441,599
31st December „	9,279,307	704,613
15th February 1863	9,755,273	790,501
31st March „	9,109,354	793,758
15th May „	6,502,011	742,673
30th June „	1,608,068	507,814
15th August „	219,710	244,475
30th September „	1,392,669	216,584
15th November „	7,533,155	574,272
31st December „	10,149,603	809,752
15th February 1864	10,522,072	801,787
31st March „	10,003,661	835,711
15th May „	7,496,546	807,903
30th June „	1,780,774	575,483
15th August „	249,229	248,687
30th September „	1,369,381	230,343
15th November „	7,024,967	573,496
31st December „	10,097,492	789,586
15th February 1865	10,573,333	827,490
31st March „	9,946,691	826,446
15th May „	7,186,216	797,643
30th June „	1,779,213	534,905
15th August „	227,655	217,740
30th September „	1,179,362	213,290
15th November „	7,426,946	517,275
31st December „	10,627,078	781,819
15th February 1866	11,226,764*	866,156*

* The Accounts for this round have not been examined at the Head Office; these quantities are, therefore, to be taken as subject to correction, should any errors be discovered.

Inland Revenue Office,
8 March 1866.

W. M. Moxon,
Chief Accountant for Excise.

B A R L E Y.

RETURN of the Quantity of FOREIGN BARLEY Imported in each Month, commencing with September 1862, down to the present Time; and, of the Average Prices of Imported and British Barley during the same Period.

MONTHS.	Quantity of Foreign Barley, imported into the United Kingdom.	Average Prices per Quarter of	
		Imported Barley (exclusive of Duty), as registered in this Office.	British Barley, as ascertained by the Controller of Corn Returns.
	Quarters.	*s. d.*	*s. d.*
1862: September	154,255	27 4	36 5
October	159,802	27 8	34 8
November	210,887	29 2	35 8
December	222,694	27 9	34 6
1863: January	214,029	26 7	35 –
February	198,687	27 10	36 3
March	273,774	28 5	36 7
April	242,231	28 6	35 8
May	106,470	28 10	34 1
June	104,058	28 7	31 6
July	103,618	28 3	30 –
August	84,372	26 11	31 9
September	97,504	28 4	35 –
October	222,325	27 5	34 4
November	209,300	26 –	33 11
December	211,020	23 11	32 8
1864: January	170,007	23 7	31 11
February	112,523	23 3	31 11
March	105,716	23 10	31 3
April	126,386	24 2	30 10
May	73,249	24 4	29 7
June	97,730	23 –	28 2
July	73,953	23 2	27 6
August	127,527	23 11	28 6
September	176,375	23 8	31 8
October	118,311	23 9	30 3
November	90,635	23 5	29 10
December	105,570	22 8	28 5
1865: January	148,704	21 –	28 4
February	158,693	20 7	29 1
March	190,345	18 7	28 10
April	144,627	22 –	29 6
May	355,659	22 3	29 6
June	167,303	21 11	28 1
July	186,229	21 2	27 11
August	118,881	21 10	28 3
September	183,765	23 1	30 7
October	203,327	26 9	30 9
November	130,452	29 6	32 10
December	201,169	28 8	33 –
1866: January	117,885	26 6	32 9

Office of the Inspector General of Imports and Exports, Custom House, London, 10th March, 1866.

John A. Messenger.

MALT AND BARLEY.

RETURNS of the Quantity of MALT brought to Charge in each Round, to commence with September 1862, down to the present Time; of the Quantity of FOREIGN BARLEY Imported in each Month of the same Period; and, of the Average Prices of Imported and British Barley during the same Period, &c.

(*Mr. Rebow.*)

Ordered, by The House of Commons, *to be Printed,*
13 *March* 1866.

Under 1 *oz.*

MALT AND BARLEY.

RETURN to an Order of the Honourable The House of Commons, dated 20 April 1866;—*for*,

RETURNS "of the Number of Bushels of MALT charged with DUTY, and the AMOUNT of DUTY charged, in the Year 1865, in *England*, *Scotland*, and *Ireland* respectively:"

"And, of the Quantity of BARLEY Imported into the UNITED KINGDOM in the Year 1865 (in continuation of Parliamentary Paper, No. 87, of Session 1865)."

RETURN of the Number of Bushels of MALT charged with DUTY, and the AMOUNT of DUTY charged, in the Year 1865, in *England*, *Scotland*, and *Ireland* respectively.

	Year ended 31 December 1865.	
	Bushels of Malt charged with Duty.	Amount of Duty Charged.
		£. s. d.
ENGLAND - - - - - -	44,168,628	5,990,370 3 4¾
SCOTLAND - - - - - -	2,362,909	319,007 4 8¼
IRELAND - - - - - -	2,414,960	327,311 17 -¼

Inland Revenue Office,
27 April 1866.

W. M. Moxon,
Chief Accountant for Excise.

AN ACCOUNT of the Quantity of BARLEY Imported into the UNITED KINGDOM in the Year 1865.

	Quantity of Barley Imported into the United Kingdom.
	Cwts.
Year 1865 - - - - - - - - -	7,818,404
	Equivalent in *Quarters*,
	2,189,153

Office of the Inspector General of Imports and Exports,
Custom House, London, 24 April 1866.

John A. Messenger.

MALT AND BARLEY.

RETURNS of the Number of Bushels of MALT charged with DUTY, and the AMOUNT of DUTY charged, in the Year 1865, in *England*, *Scotland* and *Ireland* respectively; and, of the Quantity of BARLEY Imported into the UNITED KINGDOM in the Year 1865.

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed*,
4 *May* 1866.

MALT AND BEER.

RETURN to an Order of the Honourable The House of Commons, dated 29 May 1866;—*for*,

RETURN "showing the Quantities of MALT and BEER Exported, with the Amount of DUTY allowed on DRAWBACK upon each respectively for each Round, commencing the 1st day of September 1862, to the present time:"

"And, similar RETURN as to MALT and BEER Imported, with the Amount and Rate of DUTY thereon respectively."

(*Mr. Gurdon Rebow.*)

Ordered, by The House of Commons, *to be Printed*,
26 *June* 1866.

RETURN showing the Quantities of MALT and BEER Exported, with the Amount of DUTY allowed on DRAWBACK upon each respectively for each Round, commencing the 1st day of September 1862, to the present time.

Round Ended	Quantities Exported.					Amount of Duty Allowed on Drawback.					
	Malt.		Beer.			Malt.			Beer.		
	Free of Duty.	On Drawback.									
	Bushels.	*Bushels.*	*Barrels.*	*Fs.*	*Galls.*	£.	*s.*	*d.*	£.	*s.*	*d.*
30 September 1862 - -	16,623	25,282	41,130	2	8	3,328	10	9	13,174	19	6
15 November „ - -	9,169	25,326	41,289	3	3	3,230	5	6	13,367	5	6
31 December „ - -	40,775	15,879	46,825	2	8	2,060	18	5	15,642	11	7
15 February 1863 - -	43,994	41,506	89,584	1	7	5,387	13	7	30,171	1	1
31 March „ - -	58,188	30,315	73,363	0	0	3,953	2	9	24,670	8	8
15 May „ - -	31,248	25,031	84,991	1	0	3,284	5	6	29,255	2	10
30 June „ - -	50,972	28,374	85,557	3	3	3,681	5	11	28,798	13	11
15 August „ - -	14,159	39,411	61,655	0	1	5,126	14	7	20,652	3	5
30 September „ - -	1,505	38,926	52,440	3	2	5,027	7	11	17,006	12	1
15 November „ - -	16,928	31,105	45,895	0	5	4,047	7	6	15,211	18	11
31 December „ - -	28,913	45,749	58,028	3	3	5,849	3	6	18,721	9	11
15 February 1864 - -	30,609	25,638	81,956	3	5	3,331	10	2	27,095	11	–
31 March „ - -	38,662	25,817	66,597	1	5	3,357	4	3	22,129	6	1
15 May - „ - -	35,979	35,574	73,708	2	5	4,684	17	10	24,319	6	1
30 June - „ - -	23,183	32,520	57,400	1	5	4,208	8	8	19,455	15	7
15 August „ - -	16,282	31,896	78,215	0	4	4,183	17	10	25,073	12	2
30 September „ - -	16,149	17,043	43,347	1	5	2,231	10	6	14,060	18	3
15 November „ - -	15,656	13,226	43,698	3	6	1,694	1	6	14,049	5	3
31 December „ - -	43,529	22,431	49,185	3	3	2,853	14	11	16,004	15	6
15 February 1865 - -	24,165	39,474	106,024	2	7	5,087	6	8	34,063	3	9
31 March - „ - -	57,380	25,002	78,724	3	4	3,234	13	4	26,227	4	5
15 May - „ - -	36,981	39,944	89,665	0	2	5,201	13	9	29,584	8	–
30 June - „ - -	35,575	28,329	81,711	0	3	3,703	6	9	27,417	11	1
15 August „ - -	32,476	36,133	91,062	2	1	4,639	14	7	28,550	5	–
30 September „ - -	9,377	26,875	59,536	2	1	3,473	10	6	18,675	8	10
15 November „ - -	- -	16,920	46,208	3	7	2,155	9	3	15,194	19	4
31 December „ - -	23,618	30,067	45,822	0	6	4,017	3	6	15,215	16	10
15 February 1866 - -	16,155	65,340	102,591	3	4	8,816	15	1	33,112	2	10
31 March - „ - -	26,174	55,383	94,072	2	3	7,511	4	6	30,758	12	6

Inland Revenue Office,
16 June 1866.

W. M. Moxon,
Chief Accountant.

RETURN showing the Quantities of MALT and BEER Imported, with the Amount and Rate of Duty thereon respectively, from 1 September 1862 to the present time.

MALT and BEER Imported into the United Kingdom from Foreign Parts.

YEARS (commencing 1st September).	Quantities entered for Home Consumption.		Amount of Duty received thereon.	
	Malt.	Beer and Ale.	Malt.	Beer and Ale.
	Quarters.	*Barrels.*	£.	£.
September - - 1862 - - -	2	4	2	4
October - - - „ - - -	- -	19	- -	19
November - - „ - - -	1	9	2	9
December - - „ - - -	- -	15	- -	15
January - - - 1863 - - -	- -	3	- -	3
February - - - „ - - -	- -	10	- -	10
March - - - „ - - -	- -	7	- -	7
April - - - - „ - - -	- -	3	- -	3
May - - - - „ - - -	- -	14	- -	14
June - - - - „ - - -	- -	25	- -	25
July - - - - „ - - -	- -	19	- -	19
August - - - „ - - -	- -	7	- -	7
Year ended 31 August 1863 -	3	135	4	135
September - - 1863 - - -	- -	10	- -	10
October - - - „ - - -	- -	20	- -	20
November - - „ - - -	- -	6	- -	6
December - - „ - - -	- -	13	- -	13
January - - - 1864 - - -	- -	19	- -	19
February - - - „ - - -	- -	17	- -	17
March - - - „ - - -	- -	16	- -	16
April - - - - „ - - -	- -	18	- -	18
May - - - - „ - - -	- -	17	- -	17
June - - - - „ - - -	- -	20	- -	20
July - - - - „ - - -	- -	11	- -	11
August - - - „ - - -	- -	17	- -	17
Year ended 31 August 1864 -	- -	184	- -	184
September - - 1864 - - -	- -	12	- -	12
October - - - „ - - -	- -	12	- -	12
November - - „ - - -	- -	11	- -	11
December - - „ - - -	- -	14	- -	14
January - - - 1865 - - -	5	5	6	5
February - - - „ - - -	- -	10	- -	10
March - - - „ - - -	- -	20	- -	20
April - - - - „ - - -	- -	15	- -	15
May - - - - „ - - -	- -	21	- -	21
June - - - - „ - - -	- -	21	- -	21
July - - - - „ - - -	- -	17	- -	17
August - - - „ - - -	- -	22	- -	22
Year ended 31 August 1865 -	5	180	6	180
September - - 1865 - - -	- -	21	- -	21
October - - - „ - - -	- -	17	- -	17
November - - „ - - -	- -	36	- -	36
December - - „ - - -	- -	20	- -	20
January - - - 1866 - - -	- -	27	- -	27
February - - - „ - - -	5	8	6	8
March - - - „ - - -	1	13	1	13
April - - - - „ - - -	- -	12	- -	12
Eight Months ended 30 April 1866	6	154	7	154

RATES of CUSTOMS DUTY chargeable during the whole Period.

On Malt - - - - £. 1 5 – per Quarter.
On Beer and Ale - - 1 – – per Barrel.

Office of the Inspector General of Imports and Exports, Custom House, London, 4 June 1866.

John A. Messenger.

MALT AND BEER.

RETURN showing the Quantities of MALT and BEER Exported, with the Amount of DUTY allowed on DRAWBACK upon each respectively for each Round, commencing the 1st September 1862, to the present time; and, similar RETURN as to MALT and BEER Imported, with the Amount and Rate of DUTY thereon respectively.

(*Mr. Gurdon Rebow.*)

Ordered, by The House of Commons, *to be Printed,*
26 *June* 1866.

Under 1 *oz.*

METROPOLITAN WATER COMPANIES.

COPY of a LETTER addressed by direction of the Secretary of State for the Home Department to the METROPOLITAN WATER COMPANIES, making Inquiries as to the Changes that may have taken place in relation to the Supply afforded by those Companies since the Report on the Metropolitan Water Supply made to the General Board of Health in 1856; with a TABULAR SUMMARY of the REPLIES of the COMPANIES thereto.

COPY of LETTER addressed to the METROPOLITAN WATER COMPANIES.

To the Secretary of The Waterworks Company.

Local Government Act Office,
8, Richmond-terrace, Whitehall, S.W.,
12th May 1866.

Sir,

I AM directed by the Secretary of State for the Home Department to forward you a copy of the Report to the General Board of Health on the Metropolitan Water Supply in 1856, and to call your attention to the state of the works of The Water Company therein described.

I have to request that you will have the kindness to supply the Secretary of State with information of any changes that may have taken place since 1856,

1st. In your Acts of Parliament.
2nd. Source of supply.
3rd. Reservoirs.
4th. Filters.
5th. Pumping arrangements.
6th. Tenements supplied.
7th. Rates of charges.
8th. Modes of supply (whether constant or intermittent, by tanks or butts, or direct from the main).

I have also particularly to request that you will state how far the 15th Section[1] of the Metropolitan Water Act, 15 and 16 Vict. cap. 84, has been complied with.

What requisitions, if any, have been made by the churchwardens, under the 27th Section?[2]

What complaints, if any, have been made as to the quality and quantity of water supplied, by memorial, under the 9th Section?[3]

Lastly, What inquiries, if any, have been made, and notices received by your Company, under the 10th and 12th Sections[4] of the abovenamed Act.

I am, &c.
(signed) *T. Taylor.*

The above letter was sent to the following Companies:

1. Chelsea.
2. Grand Junction.
3. Southwark and Vauxhall.
4. Lambeth.
5. West Middlesex.
6. New River.
7. East London.
8. Kent.

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[1] Providing for constant supply.
[2] Parish officers, with consent of vestry, may require inhabitants to procure supply of water.
[3] On complaint as to quantity and quality, Board of Trade may appoint a person to inquire and report.
[4] Power of persons so appointed, and notice if complaint well founded.

TABULAR SUMMARY of the ANSWERS of the METROPOLITAN WATER COMPANIES to Inquirie following Particulars since the Report made to the General Board o

NAME of COMPANY.	In Acts of Parliament.	Source of Supply.	Reservoirs.	Filters.	Pumping Arrangements.	Numbe of Teneme Supplie
Southwark and Vauxhall.	A new Act has been obtained, "The Southwark and Vauxhall Water Act, 1864," 27 Vict. c. 8.	No change -	No change - -	Four acres of additional filtering area.	Three additional engines of 400-horse aggregate power, with boilers, boiler-houses, &c.	73,50
Chelsea - -	A new Act was obtained in 1864, "The Chelsea Waterworks Act, 1864," authorizing the raising of further capital for additional works.	No change -	No change - -	Two additional filter-beds have been made; more are to be made early in next year.	Two additional engines of 25-horse power each were erected in 1863, and additional engines of 300-horse power are now in course of erection.	26,46
West Middlesex -	Two additional Acts have been obtained, 23 Vict. c. 1, 1860, and 29 Vict. c. 6 1866.	No change; the Thames at Hampton.	The reservoir at Kensington has been brought into use, and an additional reservoir of seven acres has been made at Barnes. The storage capacity of one of the reservoirs of 1856 has been greatly increased.	Two additional filters have been constructed at Barnes, giving a total filtering area of about eight acres.	In addition to the seven engines before described of 835-horse-power (but wrongly stated to be 480-horse power in the report of 1856), one new engine of 300-horse power, one of 45, and one increased by 20 additional horse power. The engines of the Company may now be taken to be 1,200 nominal horse power. Ten new boilers have been added.	35,707
Lambeth - -	19 Vict. c. 10, to enable the Company to raise further money, and for other purposes.	No change -	Three additional, one at Rockhill, one at Selhurst, and one at Combe Hill.	Additional filters are in construction at Thames Ditton.	An additional engine power of 150 horses at Brixton Rise, and engines of 300-horse power are in construction at Thames Ditton.	35,853
Grand Junction -	Grand Junction Waterworks Act, 1855, Grand Junction Waterworks Act, 1856, Grand Junction Waterworks Act, 1861.	No change -	No change - -	No change - -	The engines and boilers in course of construction in 1856 have been completed, and three additional boilers have lately been erected at the Hampton Works.	25,636
East London -	25 Vict. c. 22, 3 June 1862, for raising additional capital.	No change -	75 acres of additional reservoir have been constructed, and 45 acres further are in course of completion.	No change - -	Increase of pumping-power has been obtained by the introduction of larger engines and water wheels. The pumping power is now equal to 1,100 horses.	88,340

ected to be made by the Secretary of State, as to any Changes that may have taken place in the ealth in 1856, as to the Metropolitan Water Supply.

ates of Charges.	Modes of Supply.	How far the 15th Section of the Metropolitan Water Act (15th and 16th Vict. c. 84) has been complied with.	What Requisitions, if any, have been made by the Churchwardens, under the 27th Section.	What Complaints, if any, have been made as to the Quantity and Quality of the Water supplied, by Memorial, under the 9th Section.	What Inquiries, if any, have been made, and Notices received by the Company, under the 10th and 12th Sections of the said Act.
change, the rates accordance with ne Company's Acts.	A daily supply into tanks, cisterns, or butts, and in poorer districts on Sundays also.	This section has not been acted on, because no requisition in the terms prescribed has been addressed to the Company. Practically the supply is constant.	Requisitions have been received in some few instances, and they have been complied with.	A memorial was presented to the Board of Trade from the vestry of Bermondsey, and Captain Tyler, R. E., was appointed to inquire and report. He recommended additional filter room, which has been provided. At the time of the complaint there had been exceptionally heavy floods. A memorial was also presented from Peckham, complaining of insufficient pressure in the higher parts of the parish. Captain Tyler also reported in this case, and recommended an additional main, which has been carried out.	This is answered in the previous question.
change - -	Daily, on the intermittent system, into tanks, cisterns, or butts.	No requisition has been made, neither has any application been made to afford a constant supply of water to the tenants.	No requisition has been made.	No complaint has been made.	No inquiry has been made.
change - -	Daily, Sundays excepted, on the intermittent system, into cisterns, tanks, butts, or other receptacles.	No requisition has been made.	No requisition has been made.	No complaint has been received.	No inquiry has been made.
der the Company's ct, 1848, for domestic supplies, 5 to ½ per cent. per nnum. In town istricts from 4 to ¼ per cent., the iddle level district ½ to 7 per cent., nd in the upper evel district 5 to 7½ er cent.	Intermittent, by cisterns, tanks, or butts, and, in some instances, direct from the main.	This has been complied with as required.	No requisitions have been received.	No complaints have been made.	No requisitions have been made, or notices received.
accordance with ne Company's Act, 852.	No alteration. Six days in the week into tanks and cisterns, and in some of the poorer districts on Sundays.	No requisition has been presented.	No requisition has been addressed.	No complaints have been made.	No inquiries have been made.
alteration, as fixed y 16 & 17 Vict. 166.	Constant and intermittent modes of supply are both in use, with some kind of receptacle. When owner of property provides proper apparatus to prevent waste, constant supply without a receptacle.	No requisition has been made, and this section has been fully complied with.	No requisition has been made.	No complaints have been made.	No inquiries have been made, or notices received.

TABULAR SUMMARY of the Answers of the Metropolitan Water Companies, to Inquiries directed

NAME of COMPANY.	In Acts of Parliament.	Source of Supply.	Reservoirs.	Filters.	Pumping Arrangements.	Number of Tenements Supplied.
Kent - -	25th Vict. c. 44 (to raise further capital, &c.,) and 27 & 28 Vict. c. 146, for the amalgamation of North Kent Waterworks with the Kent Waterworks Company, &c.	Exclusively from deep wells.	Additional covered reservoirs of the capacity of 1,500,000 gallons.	No change; supply from deep spring.	1 engine, 4ft 6 in. stroke. 1 „ 8 ft. stroke. 1 „ 10 ft. 6 in. stroke. 1 „ 10 ft. stroke. 1 20-in. horizontal double action engine, 3ft. stroke.	32,766
The New River	By Act of 1857 the Company have power to create a debenture stock in lieu of bond debt. To construct additional sewers at Hertford, and to raise a further sum of 300,000 *l.*	No change in the following sources, viz., the Chadwell Spring, River Lea, Amwell Well, Amwell Hill Well, Cheshunt Well, Hampstead-road Well, and tributaries of the New River. The following sources of supply have been obtained since 1856. The springs at Hampstead and Ken Wood, the waters of which are collected in 13 ponds on Hampstead Heath and at Highgate, of an area of about 30 acres. An artesian well on Hampstead Heath (the property of the Hampstead Waterworks Company), the supply of whose district was undertaken by the New River Company in 1857. An artesian well recently made at Hoddesdon. There has been no occasion to make use of the Amwell, Hampstead-road, and Hampstead Heath Wells for several years. They have been kept in reserve. Daily supply is above 35,000,000 gallons.	The small circular basin used in 1856 for the supply of baths and washhouses contiguous has been removed, the establishment having been closed. In addition to the 13 ponds referred to in previous answer, a new subsidiary reservoir at Hornsey, with an area of eight acres, and covered, filtered water service reservoirs on Highgate Hill and Hampstead Heath, having an area of 22,000 square feet, and a joint capacity of 1,500,000 gallons have been made. The Company's store and subsidiary reservoirs have a total area of about 100 acres, and a capacity of about 200 millions of gallons. Their covered, filtered water service reservoirs have a total area of about 164,000 square feet, and a total capacity of about 20,000,000 of gallons.	Means of filtration have been increased by three additional filter beds, having a joint area of about two acres. Two other beds are now in course of construction, with a joint area of two acres.	Since 1856 an engine of 75-horse power, with three boilers, has been erected at Hornsey. An engine of 30-horse power, with extra boiler, at Highgate, to aid in the "second lift", by which water is raised to the top of Highgate Hill and Hampstead, and a 50-horse power engine and boiler, to the new well at Hoddesdon.	111,958

be made by the Secretary of State as to any Changes that may have taken place, &c.—*continued*.

Rates of Charges.	Modes of Supply.	How far the 15th Section of the Metropolitan Water Act (15th and 16th Vict. c. 84) has been Complied with.	What Requisitions if any, have been made by the Churchwardens, under the 27th Section.	What Complaints, if any, have been made as to the Quantity and Quality of the Water supplied, by Memorial, under the 9th Section.	What Inquiries, if any, have been made, and Notices received by the Company, under the 10th and 12th Sections of the said Act.
prescribed by 27 & 3 Vict. c. 146.	General supply is intermittent into cisterns, but constant service from the main is given, by meter, to all applicants.	No application - -	No requisition - -	No complaint except one in 1860, with reference to the supply from the River Ravensbourne, which has long since wholly ceased. The district is supplied entirely from chalk springs, as recommended in the Government Report of 1851.	This is answered by the previous question.
se are regulated by he Company's Act of 352 (secs. 35–41). In any cases the charges re considerably below he limits at which ey might be fixed y this Act.	In most cases "intermittent," delivered into tanks or butts, daily, at least six days in the week, and in some of the poorer districts a Sunday supply is given. When consumers give a sufficient guarantee against waste, the Company are ready to give a "constant supply." They now do so in more than 1,200 cases. All supply water for putting out fire is without charge.	In no case has there been a requisition to the Company to provide this constant supply. "Constant supply" is sometimes spoken of as if it were the only "high pressure" one. But the "intermittent" supplies of this Company are also of "high pressure."	No formal requisition has been made; the Company have always willingly laid down pipes when needed to bring water within reach of the poor, and they have been careful to apply only reduced rates of charge for water supplied to house property of the humbler rent.	Eleven analyses published by the Registrar General during the past year gave an average of 0·671 parts of a grain of organic impurity per gallon. Analyses published by the same authority show the water of Loch Katrine to contain in parts of a grain per gallon 0·605, and water supplied to Manchester, according to same scale, 0·680. As to quantity the Company are always ready to serve as much water as the district requires. The average daily demand during the last year was 23,460,548 gallons. The Company have no knowledge of any complaint, under the 9th section.	No inquiry or notice under these sections.

METROPOLITAN WATER COMPANIES.

COPY of a LETTER addressed by direction of the Secretary of State for the Home Department to the METROPOLITAN WATER COMPANIES, making Inquiries as to the Changes that may have taken place in relation to the Supply afforded by those Companies since the Report on the Metropolitan Water Supply made to the General Board of Health in 1856; with a TABULAR SUMMARY of the REPLIES of the COMPANIES thereto.

(Presented to Parliament by Her Majesty's Command.)

Ordered, by The House of Commons, *to be Printed*,
10 *August* 1866.

497.

Under 1 *oz.*

SPIRITS.

RETURN to an Order of the Honourable The House of Commons, dated 9 February 1866;—*for*,

RETURNS "showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland*, and the United Kingdom; the Gallons Delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended the 31st day of December 1865:"

"The Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom:"

"The Number of Gallons of PROOF BRITISH SPIRITS Consumed in each of the Three Kingdoms, and in the United Kingdom, and the Net Amount of Duty retained thereon:"

"The Number of Gallons of PROOF BRITISH SPIRITS Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts:"

"The Number of Gallons of PROOF SPIRITS Permitted from Distillers' Stocks and Duty-free Warehouses in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the amount of Drawback or Allowance Paid thereon:"

"The Number of Proof Gallons of SPIRITS in Bonded Stores in each of the Three Kingdoms, and in the United Kingdom, on the 31st day of December 1865:"

"The Number of Gallons, at Proof Strength, of FOREIGN and COLONIAL SPIRITS, respectively, received into Rectifiers' Stocks for Rectification, and the Total Number of Gallons of PROOF BRITISH BRANDY Permitted out of Rectifiers' Stocks in each of the Three Kingdoms, and in the United Kingdom, in the Year ended the 31st day of December 1865:"

"The Number of Proof Gallons of BRITISH SPIRITS Permitted from Rectifiers' Stocks, in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon:"

"And, the Total Number of Gallons of METHYLIC ALCOHOL Sold by the Excise, and the Total Number of Gallons of METHYLATED SPIRITS sent out by Persons licensed to Sell the same, under the Act 18 & 19 Vict. c. 38, in each of the Three Kingdoms, and in the United Kingdom, with the Amount of Drawback or Allowance Paid thereon, for the Year ended the 31st day of December 1865—(in continuation of Parliamentary Paper, No. 177, of Session 1865)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
2 *May* 1866.

RETURN showing the Number of Gallons of PROOF SPIRITS Distilled in *England, Scotland, Ireland,* and the United Kingdom; the Gallons Delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended the 31st day of December 1865.

	Gallons of Proof Spirits Distilled.	Gallons of Proof Spirits Delivered, Duty Paid, from Distillers' Stocks.	Gallons of Proof Spirits put into Bond.
ENGLAND	7,657,985	4,720,084	2,857,564
SCOTLAND	13,445,752	1,538,034	11,755,775
IRELAND	5,646,947	169,217	5,422,018
UNITED KINGDOM	26,750,684	6,427,335	20,035,357

RETURN of the Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom.

	Gallons of Proof Spirits on which Duty was Paid.	Rate per Gallon.	Amount of Duty.
		s. *d.*	*£.* *s.* *d.*
ENGLAND	9,182,396	10 –	4,591,201 16 10
SCOTLAND	7,378,931	10 –	3,689,465 12 1
IRELAND	5,258,232	10 –	2,629,117 10 6¾
UNITED KINGDOM	21,819,559	10 –	10,909,784 19 5¾

RETURN of the Number of Gallons of PROOF BRITISH SPIRITS Consumed in each of the Three Kingdoms, and in the United Kingdom, and the Net Amount of Duty retained thereon.

	Gallons of Proof British Spirits Consumed.	Duty Retained thereon.
		£. *s.* *d.*
ENGLAND	11,238,105	5,619,052 10 –
SCOTLAND	5,198,607	2,599,303 10 –
IRELAND	4,374,443	2,187,221 10 –
UNITED KINGDOM	20,811,155	10,405,577 10 –

RETURN of the Number of Gallons of Proof British Spirits Removed, Duty Free and Duty Paid respectively, from each Part of the United Kingdom to each of the other Parts.

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM			
ENGLAND to SCOTLAND.		ENGLAND to IRELAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
5,695	5,418	57,851	5,149

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM			
SCOTLAND to ENGLAND.		SCOTLAND to IRELAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
2,025,007	1,577,298	531,946	6,396

GALLONS OF PROOF BRITISH SPIRITS REMOVED FROM			
IRELAND to ENGLAND.		IRELAND to SCOTLAND.	
Duty Free.	Duty Paid.	Duty Free.	Duty Paid.
222,452	871,463	2,334	23,712

RETURN of the Number of Gallons of Proof Spirits Permitted from Distillers' Stocks and Duty-free Warehouses in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon.

	Gallons of Proof British Spirits Exported to Foreign Parts.	Amount of Drawback or Allowance Paid thereon.
		£. s. d.
ENGLAND - - - - - - - -	1,289,705	*4,187 13 8½
SCOTLAND - - - - - - - -	1,374,510	*15,247 9 –
IRELAND - - - - - - - -	16,810	1,123 – 9
UNITED KINGDOM - - - -	2,681,025	20,558 3 5½

N.B.—As British Spirits Permitted to Customs' warehouses can now be taken out of such warehouses for Home consumption as well as for Exportation, the quantity permitted from Distillers' stocks no longer shows the export trade of the kingdom. The quantities actually exported as merchandise, ships' stores, and mixed with foreign spirits, as furnished by the Customs' Department, are therefore given.

* The deficiency of drawback as compared with the quantity of spirits exported in England, and the excess in Scotland, is caused by spirits from Scotland being shipped for exportation at ports in England, the drawback thereon being paid in Scotland.

RETURN of the Number of Proof Gallons of Spirits in Bonded Stores in each of the Three Kingdoms, and in the United Kingdom, on the 31st day of December 1865.

	Gallons of Proof British Spirits in Bonded Stores on the 31st December 1865.
ENGLAND	1,146,833
SCOTLAND	4,892,556
IRELAND	6,053,328
United Kingdom	12,092,717

RETURN of the Number of Gallons, at Proof Strength, of Foreign and Colonial Spirits, respectively, received into Rectifiers' Stocks for Rectification, and the Total Number of Gallons of Proof British Brandy Permitted out of Rectifiers' Stocks in each of the Three Kingdoms, and in the United Kingdom, in the Year ended the 31st day of December 1865.

	Gallons of Proof Spirits received into Rectifiers' Stocks for Rectification.		Gallons of Proof British Brandy Permitted out of Rectifiers' Stocks.
	Foreign.	Colonial.	
ENGLAND	26,392	13,967	766,069
SCOTLAND	11,656	10,887	33,505
IRELAND	- - -	- - -	7,797
United Kingdom	38,048	24,854	807,371

RETURN of the Number of Proof Gallons of British Spirits Permitted from Rectifiers' Stocks in each of the Three Kingdoms, and in the United Kingdom, for Exportation to Foreign Parts, and the Amount of Drawback or Allowance Paid thereon.

	Proof Gallons of British Spirits Permitted from Rectifiers' Stocks for Exportation.	Amount of Drawback or Allowance Paid thereon.
		£. s. d.
ENGLAND	215,131	108,911 3 7
SCOTLAND	498,443	251,945 17 8
IRELAND	159	80 3 -
United Kingdom	713,733	360,937 4 3

RETURN of the Total Number of Gallons of METHYLIC ALCOHOL Sold by the Excise, and the Total Number of Gallons of METHYLATED SPIRITS sent out by Persons licensed to Sell the same, under the Act 18 & 19 Vict. c. 38, in each of the Three Kingdoms, and in the United Kingdom, with the Amount of Drawback or Allowance Paid thereon, for the Year ended the 31st day of December 1865.

	TOTAL NUMBER OF GALLONS OF		Amount of Drawback or Allowance Paid thereon.
	Methylic Alcohol Sold by the Excise.	Methylated Spirits sent out by Persons licensed to Sell the same, under 18 & 19 Vict. c. 38.	
			£. s. d.
ENGLAND	39,995	400,815	83,677 1 –
SCOTLAND	15,927	301,249	63,658 18 –
IRELAND	500	5,603	—
UNITED KINGDOM	56,422	707,667	147,335 19 –

Inland Revenue Office,
23 April 1866.

W. M. Moxon,
Chief Accountant for Excise.

SPIRITS.

RETURNS showing the Number of Gallons of PROOF SPIRITS Distilled in *England*, *Scotland*, *Ireland*, and the United Kingdom; the Gallons delivered, Duty Paid, from Distillers' Stocks, and the Gallons put into Bond, in the Year ended 31 December 1865; the Number of Gallons of PROOF BRITISH SPIRITS on which Duty was Paid in each of the Three Kingdoms, and in the United Kingdom, with the Rate per Gallon, and the Amount of Duty; also, the Total Number of Gallons and Duty in the United Kingdom; &c.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
2 *May* 1866.

Under 1 *oz.*

SUGAR, &c.

RETURN to an Order of the Honourable The House of Commons, dated 15 February 1866;—*for*,

A TABULAR RETURN, "showing the Quantities of SUGAR of the several Sorts Imported into the UNITED KINGDOM, and the Quantities retained for Home Consumption, together with the RATES of DUTY charged thereon, and the NET REVENUE accruing therefrom, in each Year, from 1844 to 1865, inclusive; followed by a COMPARATIVE STATEMENT of the Average Prices of British Plantation and Foreign SUGAR (Ordinary Yellow Havannah), for the same Series of Years:"

"ACCOUNT of the IMPORTS into the UNITED KINGDOM of SUGAR, MOLASSES, RUM, COFFEE, COCOA, and COTTON, from the *West Indies*, *British Guiana*, the *Mauritius*, and *British* Possessions in *India*, for the Years 1845 to 1865, inclusive; distinguishing the Quantities Imported from each Colony and each Possession in each Year:"

"Similar ACCOUNT of the Quantities of FOREIGN SUGAR Imported, stating from whence, and the Quantities from each Place or Country:"

"ACCOUNTS of the Quantity of REFINED SUGAR and SUGAR CANDY Imported into the UNITED KINGDOM in the Years 1848 to 1865, respectively; stating the Quantity retained for Home Consumption, the Rates of Duty Paid, and the Quantity Exported:"

"And, of the Quantity and Declared Value of BRITISH REFINED SUGAR Exported from the UNITED KINGDOM in the Years 1844 to 1865, respectively (in continuation of Parliamentary Paper, No. 235, of Session 1865)."

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed*,
19 *April* 1866.

RETURN, showing the Quantities of SUGAR of the several Sorts Imported into the UNITED KINGDOM, and the Quantities retained for Home Consumption; together with the RATES of DUTY charged thereon, and the NET REVENUE accruing therefrom in each Year, from 1844 to 1865, inclusive; followed by a COMPARATIVE STATEMENT of the Average Prices of British Plantation and Foreign Sugar (Ordinary Yellow Havannah), for the same Series of Years.

QUANTITIES of SUGAR Imported into the UNITED KINGDOM.

YEARS.	BRITISH WEST INDIA.		MAURITIUS.		BRITISH EAST INDIA.		FOREIGN.						TOTAL of Unrefined Sugar.	Refined Sugar and Sugar Candy.	
							Admitted as not being the Produce of Slave Labour.					Other Foreign Sugar.			
														Of British Possessions.	Foreign.
	Cwts.		Cwts.		Cwts.		Cwts.					Cwts.	Cwts.	Cwts.	Cwts.
1844	2,452,778		540,620		1,101,261		7,516					777,900	4,880,075	31,525	
1845 To 14 Mar.	241,626		196,772		273,981		23,293								
	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.		Equal to White Clayed.	Not equal to White Clayed.						
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.		Cwts.	Cwts.						
1845 From 14 Mar.	136	2,612,248	- -	519,401	24,832	1,039,973	- -	923	144,391			743,314	5,820,890	216,154	
							To 18 Aug.	726	153,771			617,266			
							The Growth of any Foreign Country.								
							If Imported directly from such Country.			Otherwise Imported.					
								Equal to White Clayed.	Not equal to White Clayed.	—					
								Cwts.	Cwts.	Cwts.					
1846	476	2,146,887	23	845,175	32,844	1,399,430	From 18 Aug.	26,465	384,650	14,794		5,622,507	5,751	90,797	
1847	4,921	3,195,000	224	1,193,347	24,202	1,382,952	- -	41,018	2,350,467	17,496		8,209,527	11,941	84,324	
							To 12 July	5,906	700,631	120,934					
								Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.					
1848	2,179	2,793,132	216	886,068	54,273	1,278,474	From 12 July	42,693	956,782	28,643		6,869,931	31,114	195,643	
1849	6,256	2,833,655	742	897,073	70,818	1,403,656	- -	43,533	1,604,244	77,372		6,937,349	55,794	248,598	
1850	2,660	2,585,420	580	1,002,716	43,678	1,306,618	- -	57,218	1,163,141	130,164		6,291,535	12,675	345,194	
1851	3,345	3,062,014	37	999,999	23,235	1,547,599	- -	89,193	2,009,517	197,594		7,932,534	31,490	417,051	
1852	11,154	3,391,417	977	1,121,018	68,107	1,235,543	- -	79,983	907,052	81,530		6,896,761	4,406	299,512	
1853	2,564	2,828,160	1,232	1,250,975	95,047	1,128,912	- -	65,871	1,671,764	239,765		7,284,290	15,617	319,478	
	To 5 July	1,853	1,338,292	6,686	1,026,861	11,813	354,584								
			Not equal to White Clayed.	Not equal to Brown Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Not equal to White Clayed.	Not equal to Brown Clayed.						
			Cwts.	Cwts.	Cwts.	Cwts.		Cwts.	Cwts.						
1854	From 5 July	*2,101	890,800	1,211,234	2,591	243,354	382,127	19,961	261,445	138,875	- -	109,576	1,855,275	1,254,900	9,112,364	5,959	399,555
1855		6,140	1,166,446	1,755,252	2,033	549,308	811,791	13,374	553,939	164,782	- -	65,630	999,100	1,236,505	7,324,135	11,747	412,676
1856		3,360	1,253,281	1,560,999	10,243	834,423	802,590	55,173	666,967	508,289	- -	23,711	800,426	1,241,740	7,761,240	5,170	182,041
1857		9,171	1,288,136	1,964,806	30,249	555,195	598,885	25,148	585,784	570,605	- -	37,307	1,126,127	1,901,287	8,390,696	533	328,589
1858		11,734	1,410,142	2,016,853	48,853	501,755	535,893	34,570	454,825	306,917	- -	80,677	1,757,305	1,790,930	9,010,796	204	386,635
1859		1,531	1,205,654	2,137,561	38,955	510,411	619,975	55,273	513,305	376,176	- -	93,344	1,646,518	2,109,301	9,098,544	856	261,605
1860		10,183	1,476,366	2,289,043	14,656	636,243	513,433	7,507	442,964	331,142	- -	54,770	1,589,715	1,851,407	8,817,377	922	344,089
1861		2,350	1,182,102	2,540,572	12,092	886,430	605,439	22,706	387,943	355,076	- -	37,961	1,770,913	2,625,696	10,399,405	4,059	241,795
1862		4,477	1,284,787	2,589,222	9,154	426,019	251,260	20,803	218,070	178,870	- -	58,893	1,858,695	2,983,653	9,884,191	3,053	321,409
1863		5,265	1,260,411	2,357,183	19,864	1,075,192	540,616	460	71,044	239,337	- -	27,488	1,639,935	3,484,427	10,724,522	910	296,679
		Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.			
				Equal to Brown Muscovado.	Not equal to Brown Muscovado.			Equal to Brown Muscovado.	Not equal to Brown Muscovado.			Equal to Brown Muscovado.	Not equal to Brown Muscovado.			Equal to Brown Muscovado.	Not equal to Brown Muscovado.			
		Cwts.	Cwts.	Cwts.		Cwts.	Cwts.	Cwts.		Cwts.	Cwts.	Cwts.		Cwts.	Cwts.	Cwts.			
1864 To 16 April		31,340	1,146,345	330,053		62,011	682,067	97,545	122,013	28,041	356,244	175,587	257,655	99,663	2,360,062	1,971,780	635,558	10,754,453	19,969	925,694
1864 From 16 April		29,216	1,331,542	277,211		12,019	657,454	172,249	150,594	9,076	89,313	143,604	284,961	45,187	2,214,552	1,708,024	1,199,827	10,250,524	17,391	802,186
1865		29,216	1,331,542	67,642		12,019	657,454	172,249	150,594	9,076	89,313	143,604	284,961	45,187	2,214,552	1,708,024	1,199,827	10,250,524	17,391	802,186

QUANTITIES of SUGAR retained for Actual Consumption in the UNITED KINGDOM.

YEARS.	BRITISH WEST INDIA and MAURITIUS.		BRITISH EAST INDIA.		FOREIGN.						TOTAL of Unrefined Sugar.	Refined Sugar and Sugar Candy.		Net Revenue from Duties on Sugar of all Sorts.	Average Prices per Cwt. of Muscovado Sugar, exclusive of Duty.			Average Prices per Cwt. of Havannah Sugar (Ordinary Yellow), exclusive of Duty.
					Admitted as not being the Produce of Slave Labour.				Other Foreign Sugar.						British West India.	Mauritius.	British East India.	
												Of British Possessions.	Foreign.					
	Cwts.		Cwts.		Cwts.				Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	£.	s. d.	s. d.	s. d.	s. d.
1844	3,084,139		1,045,206		11				87	4,129,443	6			5,203,270	33 8	32 10	35 1	21 8
1845 To 14 Mar.	272,630		115,095		74													
	Equal to White Clayed.	Not equal to White Clayed.	Equal to White Clayed.	Not equal to White Clayed.		Equal to White Clayed.	Not equal to White Clayed.		53	4,856,624	56			3,574,471	32 11	31 10	33 5	26 4
	Cwts.	Cwts.	Cwts.	Cwts.		Cwts.	Cwts.											
1845 From 14 Mar.	31	3,275,480	22,114	1,093,967	- -	1,075	76,105											
					To 18 Aug.	- - -	21,517		64									
					The Growth of any Foreign Country.													
					If Imported directly from such Country.			Otherwise Imported.				Of British Possessions.	Foreign.					
						Equal to White Clayed.	Not equal to White Clayed.	—				Cwts.	Cwts.					
						Cwts.	Cwts.	Cwts.										
1846	611	3,175,989	36,000	1,404,909	From 18 Aug.	12,898	568,253	7		5,220,248		4,798	13,610	3,896,780	34 5	33 6	34 8	
1847	4,638	3,618,428	16,836	1,165,587	- -	12,822	961,167	30		5,779,503		9,335	16,795	4,405,237	28 3	30 4	27 -	25 10
					To 12 July	990	949,724	14										
						Equal to White Clayed.	Equal to Brown Clayed, but not equal to White Clayed.	Not equal to Brown Clayed.										
1848	2,512	3,569,069	39,625	1,310,126	From 12 July	3,184	257,402	9,650		6,142,296		20,925	25,266	4,567,337	23 8	23 3	25 4	21 4
1849	7,177	4,047,804	85,094	1,269,134	- -	3,189	469,383	23,906		5,965,687		59,860	15,277	3,912,170	25 4	25 1	27 4	22 8
1850	2,596	3,783,406	45,999	1,351,096	- -	16,678	804,289	87,428		6,091,492		15,046	101,289	3,884,441	26 1	25 -	27 3	21 2
1851	2,246	3,594,622	35,115	1,222,523	- -	65,983	1,229,694	83,364		6,233,547		35,924	302,155	3,979,141	25 6	26 2	25 10	23 5
1852	11,692	4,672,637	28,320	1,503,692	- -	86,130	572,432	23,964		6,898,867		5,052	268,939	3,853,656	22 5	23 -	23 10	21 11
1853	5,766	4,373,715	114,691	1,246,683	- -	38,321	1,311,304	182,354		7,272,833		10,942	203,814	4,083,836	24 6	24 8	26 10	24 5
1854	8,683	2,634,906	28,679	688,616														
		Not equal to White Clayed.	Not equal to Brown Clayed.															
		Cwts.	Cwts.															
1854	1,642	815,349	1,138,484	6,961	197,362	68,785	- -	62,941		1,397,899	978,451	8,028,758	9,975	293,674	4,741,757	22 8	21 8	24 2	23 9
1855	1,859	1,620,784	2,551,611	10,387	625,787	227,286	- -	11,353		1,007,491	1,302,590	7,259,148	10,112	277,897	5,058,500	25 1	24 3	28 -	26 7
1856	2,910	1,850,089	2,481,948	4,630	731,565	323,578	- -	3,431		622,530	992,389	6,813,470	1,444	256,601	5,129,646	30 -	29 3	31 5	31 6
1857	19,196	1,555,569	1,857,206	17,070	573,044	483,333	- -	10,978		975,056	1,630,138	7,721,590	377	297,551	6,055,634	36 11	36 -	37 5	38 -
1858	38,785	1,885,234	2,697,289	5,083	377,256	369,482	- -	33,310		1,488,430	1,495,387	8,490,256	326	255,914	5,818,170	27 6	26 3	26 2	29 7
1859	26,577	1,473,781	2,694,381	62,573	553,870	317,876	- -	37,520		1,592,262	1,883,089	8,641,920	781	241,598	5,535,949	26 7	25 2	27 7	28 6
1860	11,832	1,501,176	2,702,774	7,213	415,761	372,178	- -	25,565		1,450,829	2,019,551	8,566,882	605	264,569	5,833,484	27 5	28 1	29 8	29 4
1861	8,409	2,001,451	2,821,470	4,642	306,186	247,137	- -	21,059		1,532,552	1,994,396	8,937,302	969	242,769	6,101,395	24 5	25 8	24 1	26 6
1862	5,415	1,525,442	2,676,323	18,384	212,387	214,825	- -	22,617		1,681,692	2,751,627	9,111,622	1,280	295,917	6,215,346	22 3	24 4	22 9	22 9
1863	3,589	1,912,945	2,689,221	932	143,549	178,176	- -	6,518		1,391,164	2,876,429	9,202,523	1,267	249,004	6,249,815	21 7	22 11	21 7	22 -
	Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Equal to White Clayed.	Not equal to White Clayed.	Not equal to Brown Clayed.		Equal to White Clayed.	Equal to Brown Clayed but not equal to White Clayed.	Not equal to Brown Clayed.			
			Equal to Brown Muscovado.	Not equal to Brown Muscovado.			Equal to Brown Muscovado.	Not equal to Brown Muscovado.			Equal to Brown Muscovado.	Not equal to Brown Muscovado.			Equal to Brown Muscovado.	Not equal to Brown Muscovado.			
	Cwts.	Cwts.	Cwts.		Cwts.	Cwts.	Cwts.		Cwts.	Cwts.	Cwts.		Cwts.	Cwts.	Cwts.			
1864 To 16 April	41,398	1,616,353	1,352,259	321,952	9,586	128,234	60,644	128,681	43,971	1,742,345	1,671,815	567,376	8,937,313	4,924	794,120	5,157,083	27 9	28 9	22 8	27 10
1864 From 16 April	49,214	1,634,824	2,060,462	723,134	12,928	140,890	163,770	217,104	23,933	2,048,406	1,877,436	926,832	9,878,933	12,613	711,980	5,193,816	22 -	24 -	19 7	22 10
1865	49,214	1,634,824	2,060,462	723,134	12,928	140,890	163,770	217,104	23,933	2,048,406	1,877,436	926,832	9,878,933	12,613	711,980	5,193,816	22 -	24 -	19 7	22 10

(continued)

* Since the equalization of the duties on 5th July 1854, the entries of Sugar imported or admitted to consumption have ceased to distinguish its origin; but this being indicated with sufficient precision by the place of shipment, which the entries specify as formerly, the present Return is continued without alteration in its form.

N ACCOUNT of the IMPORTS into the UNITED KINGDOM of SUGAR, MOLASSES, RUM, COFFEE, COCOA, and COTTON, from the *West Indies*, *British Guiana*, the *Mauritius*, and *British* Possessions in *India*, for the Years 1845-1865, both inclusive, distinguishing the Quantities Imported from each Colony and Possession in each Year;—also, the Quantities of FOREIGN SUGAR Imported, stating from whence, and the Quantities from each Place or Country.

—SUGAR Imported from the *British West Indies*, *British Guiana*, *Mauritius*, and the *British* Possessions in the *East Indies*.

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854: To 5 July.	1854: From 5 July.	1854: TOTAL.
REFINED SUGAR, the Produce of British Possessions:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.* *	*Cwts.*
Antigua	209,971	102,644	240,199	161,890	188,980	123,845	200,109	185,639	202,408	76,298		
Barbadoes	351,484	302,496	469,021	403,309	488,619	524,651	583,830	743,010	580,050	316,238		
Dominica	57,883	52,700	65,452	58,000	48,565	51,816	60,239	63,575	57,293	25,015		
Grenada	71,249	76,931	104,951	89,662	82,499	92,803	121,378	125,008	93,668	27,150		
Jamaica	742,855	572,875	751,408	627,008	633,471	574,796	627,768	511,247	441,197	160,694		
Montserrat	10,286	5,316	7,657	39	63	1,607	7,675	2,427	—	—		
Nevis	30,858	26,665	41,833	19,093	24,622	15,508	33,309	33,489	38,104	9,063		
St. Christopher	122,773	90,075	149,096	79,971	93,183	70,717	121,681	93,626	100,999	61,543		
St. Lucia	71,250	63,562	88,368	61,154	67,404	53,903	69,928	73,484	66,969	24,228		
St. Vincent	132,673	129,870	175,615	144,116	158,186	139,567	163,409	176,591	137,802	43,899		
Tobago	62,709	38,822	69,240	53,480	51,276	44,297	45,129	68,352	57,939	8,503		
Tortola	6,175	6,342	8,285	2,434	928	1,406	2,815	161	—	—		
Trinidad	364,152	353,293	393,523	391,655	424,183	366,214	441,756	483,853	481,112	158,392		
Bahamas	- -	- -	- -	- -	- -	- -	- -	- -	- -	101		
Bermudas	- -	- -	- -	2	254	—	—	—	—	—		
Demerara	499,102	252,449	522,389	570,030	515,179	470,107	511,837	739,120	510,748	392,464		
Berbice	120,575	73,307	112,777	133,144	62,476	55,192	73,930	99,178	61,945	36,583		
TOTAL from the British West Indies and British Guiana	2,853,995	2,147,347	3,199,814	2,794,987	2,839,888	2,586,429	3,064,793	3,398,760	2,830,234	1,340,171		
From Mauritius	716,173	845,197	1,193,571	886,282	897,815	1,003,296	999,237	1,121,996	1,252,208	1,033,546		
British Possessions in the East Indies; viz.—												
Bengal Presidency						1,133,977	1,251,425	982,845	869,084	97,322		
Madras Presidency	1,333,895	1,427,586	1,397,026	1,328,230	1,465,905	170,202	282,026	281,707	293,050	239,752		
Bombay Presidency						- -	2	- -	2	11		
Penang						45,511	32,425	37,430	61,820	26,459		
Ceylon	2,866	3,480	7,557	4,228	8,308	1	4,874	1,667	- -	2,852		
Singapore	1,678	1,208	2,569	288	257	606	81	- -	2	—		
AGGREGATE of the Importations from the British Possessions enumerated above	4,908,607	4,424,818	5,800,537	5,014,015	5,212,173	4,940,022	5,634,863	5,824,405	5,306,400	2,740,114		
REFINED SUGAR, of Foreign Produce:												
Antigua	42	- -	60	1	4	15	125	23	5	—		
Barbadoes	1	- -	- -	5	511	- -	10	2	10	5		
Dominica	- -	- -	- -	- -	- -	- -	- -	18	—	—		
Grenada	3	- -	- -	- -	4	47	3	—	—	—		
Jamaica	12	8	131	313	8	223	55	12	11	205		
Montserrat	979	- -	615	—	—	—	—	—	—	—		
Nevis	- -	49	501	- -	5	10	- -	- -	93	—		
St. Christopher	- -	947	1,280	387	469	- -	349	604	920	409		
St. Lucia	- -	4	3	- -	- -	- -	2	2	12	—		
St. Vincent	- -	- -	- -	- -	- -	14	- -	2	4	—		
Tobago	- -	- -	- -	- -	- -	- -	- -	- -	11	—		
Tortola	1,002	444	- -	- -	- -	- -	255	—	—	—		
Trinidad	- -	- -	2	18	216	6	16	4	8	—		
Bahamas	1,669	3,356	- -	1,607	—	—	—	—	—	—		
Bermudas	- -	- -	- -	- -	561	- -	833	—	—	—		
Demerara	- -	- -	1	2	603	2,591	9,379	8,521	10,964	3,485		
Berbice	- -	- -	366	- -	1	23	54	4	688	—		
TOTAL from the British West Indies and British Guiana	3,708	4,808	2,959	2,333	2,382	2,929	11,081	9,192	12,726	4,104		
From Mauritius	60	- -	368	41	25	14	1,032	68	61	571		
British Possessions in the East Indies; viz.—												
Bengal Presidency						6	467	173	542	185		
Madras Presidency	1,530	37,463	3,206	1,308	5,234	31	- -	2	76	10		
Bombay Presidency						13,110	8,128	2	699	1		
Penang						—	—	—	—	—		
Ceylon	- -	- -	- -	8	—	—	—	—	—	—		
Singapore	689	925	10,507	5,432	3,090	6,983	6,002	58	102	2,486		
AGGREGATE of the Importations from the British Possessions enumerated above	5,987	43,196	17,040	9,122	10,731	23,073	26,710	9,495	14,206	7,357		

(*continued*)

* Since 5th July 1854, Sugar, of whatever growth, has been subject to a uniform scale of duties, and all distinctions in respect of origin have, by a necessary consequence, ceased to be observed in the Entries at the Custom House. In the foregoing Account of Importations, therefore, Sugar the produce of the British Possessions and Sugar of Foreign Produce cannot be shown separately after the date above-mentioned. The Importations of Sugar, irrespectively of the distinction of produce, are exhibited in a continuous annual series to the close of the year 1865, in the following page (6).

1.—SUGAR Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	To 5 July.
UNREFINED SUGAR of British and Foreign Produce, conjointly:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Antigua - - -	210,013	102,644	240,259	161,891	188,984	123,860	200,234	185,662	202,413	76,298
Barbadoes - - -	351,485	302,496	469,021	403,314	489,130	524,651	583,840	743,012	580,060	316,243
Dominica - - -	57,883	52,700	65,452	58,000	48,565	51,816	60,239	63,593	57,293	25,015
Grenada - - -	71,252	76,931	104,951	89,662	82,503	92,850	121,381	125,008	93,668	27,150
Jamaica - - -	742,867	572,883	751,539	627,321	633,479	575,019	627,823	511,259	441,208	160,899
Montserrat - - -	11,265	5,316	8,272	39	63	1,607	7,675	2,427	- -	- -
Nevis - - - -	30,858	26,714	42,334	19,093	24,627	15,518	33,309	33,489	38,197	9,063
St. Christopher - -	122,773	91,022	150,376	80,358	93,652	70,717	122,030	94,230	101,919	61,952
St. Lucia - - -	71,250	63,566	88,371	61,154	67,404	53,903	69,930	73,486	66,981	24,228
St. Vincent - - -	132,673	129,870	175,615	144,116	158,186	139,581	163,409	176,593	137,806	43,899
Tobago - - -	62,709	38,822	69,240	53,480	51,276	44,297	45,129	68,352	57,950	8,503
Tortola - - -	7,177	6,786	8,285	2,434	928	1,406	3,070	161	- -	- -
Trinidad - - -	364,152	353,293	393,525	391,673	424,399	366,220	441,772	483,857	481,120	158,392
Bahamas - - -	1,669	3,356	- -	1,607	- -	- -	- -	- -	- -	101
Bermudas - - -	- -	- -	- -	2	815	- -	833	- -	- -	- -
Demerara - - -	499,102	252,449	522,390	570,032	515,782	472,698	521,216	747,641	521,712	395,949
Berbice - - -	120,575	73,307	113,143	133,144	62,477	55,215	73,984	99,182	62,633	36,583
TOTAL from the British West Indies and British Guiana	2,857,703	2,152,155	3,202,773	2,797,320	2,842,270	2,589,358	3,075,874	3,407,952	2,842,960	1,344,275
From Mauritius - -	716,233	845,197	1,193,939	886,323	897,840	1,003,310	1,000,269	1,122,064	1,252,269	1,034,117
British Possessions in the East Indies; viz.—										
Bengal Presidency -						1,133,983	1,251,892	983,018	869,626	97,507
Madras Presidency -						170,233	282,026	281,709	293,126	239,762
Bombay Presidency -	1,335,425	1,465,049	1,400,232	1,329,538	1,471,139	13,110	8,130	2	701	12
Penang - -						45,511	32,425	37,430	61,820	26,459
Ceylon - -	2,866	3,480	7,557	4,236	8,308	1	4,874	1,667	- -	2,853
Singapore - -	2,367	2,133	13,076	5,720	3,347	7,589	6,083	58	104	2,486
AGGREGATE of the Importations from the British Possessions enumerated above -	4,914,594	4,468,014	5,817,577	5,023,137	5,222,904	4,963,095	5,661,573	5,833,900	5,320,606	2,747,471

Mauritius, and the *British* Possessions in the *East Indies*—continued.

1854: From 5 July.	1854: Total.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864	1865.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
168,209	244,507	219,939	203,991	203,801	238,458	196,701	185,586	163,648	258,405	202,483	52,365	135,305
350,221	666,464	592,562	632,442	583,622	754,235	591,368	647,051	794,117	701,255	649,969	539,706	664,764
33,300	58,315	55,978	47,041	57,654	60,826	62,550	61,125	66,013	57,442	50,568	40,631	55,991
68,531	95,681	66,981	55,184	90,453	98,768	94,069	91,974	83,498	58,200	90,181	85,384	74,516
344,781	505,680	450,282	371,319	422,772	535,098	428,925	520,808	523,676	553,013	514,555	471,521	424,305
38	38	455	1,764	283	785	3,376	328	2,917	5,117	6,647	7,967	8,309
25,600	34,663	33,982	13,744	21,926	29,554	33,419	25,736	30,019	35,733	39,424	16,149	29,718
78,890	140,842	111,785	103,652	91,371	159,256	116,663	165,225	154,598	186,913	200,691	96,890	203,794
48,805	73,033	65,952	61,286	65,970	77,579	82,647	72,940	95,747	97,367	95,711	85,822	99,471
98,561	142,460	98,121	105,936	126,653	146,401	124,475	138,332	135,181	145,288	136,253	123,346	124,622
35,925	44,428	39,334	58,583	34,172	67,982	58,501	51,482	55,336	72,303	47,533	44,357	49,749
1,382	1,382	- -	- -	- -	- -	- -	- -	- -	1,748	—	—	—
378,855	537,247	418,902	483,078	442,476	549,626	538,150	530,533	530,009	687,300	600,482	670,793	555,835
- -	101	- -	- -	- -	4,500	191	- -	4,514	670	- -	1	478
- -	- -	2	- -	2	- -	- -	- -	2,922	- -	360	3	1,086
410,513	806,462	675,636	596,941	691,735	678,625	736,655	777,368	923,796	873,588	889,087	925,993	1,035,377
55,196	91,779	85,457	75,603	112,745	95,201	59,958	107,122	124,306	130,429	97,939	99,334	97,758
2,098,807	3,443,082	2,915,368	2,810,564	2,945,635	3,496,894	3,127,648	3,375,610	3,690,297	3,864,771	3,621,883	3,260,262	3,561,078
628,072	1,662,189	1,363,132	1,647,257	1,184,329	1,086,501	1,169,341	1,163,732	1,503,961	686,433	1,635,671	1,054,429	992,316
260,558	358,065	446,931	655,413	661,527	463,659	550,126	364,976	419,637	101,006	14,315	481,350	137,692
117,821	357,583	219,082	460,355	422,175	258,421	283,080	289,034	250,228	207,710	218,566	228,223	281,703
5	17	42	26,353	9,724	626	868	1,038	1,163	45	343	1,553	17
31,228	57,687	64,827	68,848	45,068	53,117	61,034	76,044	included with Singapore.	—	—	—	—
1,706	4,559	727	2	1,173	3	4,009	4	5	1	2	1	—
4,568	7,054	446	15,876	41,702	18,484	34,119	29,779	79,203 (including Penang).	98,641	60,051	96,637	37,535
3,142,765	5,890,236	5,010,555	5,684,668	5,311,333	5,377,705	5,230,225	5,300,217	5,944,494	4,958,607	5,550,831	5,122,455	5,010,341

1.—Sugar Imported from the *British West Indies, British Guiana,* - - - - - - -

	1845.		1846.		1847.		1848.		1849.		1850.		1851.		1852.	
REFINED SUGAR AND SUGAR CANDY:	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Of British Possessions.	Foreign.
	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
Antigua	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Barbadoes	2	-	-	2	1	-	3	-	-	-	7	-	1	-	594	-
Grenada	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jamaica	-	-	-	-	-	-	-	1	2	1	2	1	1	-	-	4
St. Lucia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Vincent	-	-	-	-	-	-	-	-	1,109	-	-	-	11	-	-	-
Trinidad	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bahamas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bermudas	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Demerara	-	-	-	-	150	-	52	-	695	1	52	-	47	1	73	4
Berbice	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-
Total from the British West Indies and British Guiana	2	-	-	2	153	-	55	1	1,806	2	61	1	60	1	667	8
From Mauritius	-	-	-	-	277	-	192	1	277	-	142	-	28	-	1,111	2
British Possessions in the East Indies; viz.—																
Bengal Presidency											12,471	6	31,142	7	1,892	11
Madras Presidency											-	-	258	4	649	13
Bombay Presidency	19	1	5,750	1	11,511	4	30,865	14	53,710	2,381	-	-	-	7	-	-
Penang											1	—	—	—	—	—
Ceylon	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	1
Singapore	-	-	-	-	-	1	-	1	-	1	-	1	-	-	-	-
Aggregate of the Importations from the British Possessions enumerated above	21	1	5,750	3	11,941	5	31,112	17	55,793	2,384	12,675	8	31,490	19	4,319	35
SUGAR of all Sorts, collectively:																
Antigua	210,013		102,644		240,259		161,891		188,984		123,860		200,234		185,662	
Barbadoes	351,487		302,498		469,022		403,317		489,130		524,658		583,841		743,606	
Dominica	57,883		52,700		65,452		58,000		48,565		51,816		60,239		63,593	
Grenada	71,252		76,931		104,951		89,662		82,503		92,850		121,381		125,008	
Jamaica	742,867		572,883		751,539		627,322		633,482		575,022		627,824		511,263	
Montserrat	11,265		5,316		8,272		39		63		1,607		7,675		2,427	
Nevis	30,858		26,714		42,334		19,093		24,627		15,518		33,309		33,489	
St. Christopher	122,773		91,022		150,376		80,358		93,652		70,717		122,030		94,230	
St. Lucia	71,250		63,566		88,371		61,154		67,404		53,903		69,930		73,486	
St. Vincent	132,673		129,870		175,615		144,116		159,295		139,581		163,420		176,593	
Tobago	62,709		38,822		69,240		53,480		51,276		44,297		45,129		68,352	
Tortola	7,177		6,786		8,285		2,424		928		1,406		3,070		161	
Trinidad	364,152		353,293		393,525		391,673		424,399		366,220		441,772		483,857	
Bahamas	1,669		3,356		-		1,607		-		-		-		-	
Bermudas	-		-		-		2		815		-		833		-	
Demerara	499,102		252,449		522,540		570,084		516,478		472,750		521,264		747,718	
Berbice	120,575		73,307		113,145		133,144		62,477		55,215		73,984		99,182	
Total from the British West Indies and British Guiana	2,857,705		2,152,157		3,202,926		2,797,376		2,844,078		2,589,420		3,075,935		3,408,627	
From Mauritius	716,233		845,197		1,194,216		886,516		898,994		1,003,452		1,000,297		1,123,177	
British Possessions in the East Indies; viz.—																
Bengal Presidency											1,146,460		1,283,041		984,921	
Madras Presidency											170,233		282,288		282,371	
Bombay Presidency	1,335,445		1,470,800		1,411,747		1,360,417		1,526,353		13,110		8,137		2	
Penang											45,512		32,425		37,430	
Ceylon	2,866		3,480		7,557		4,236		8,308		1		4,876		1,668	
Singapore	2,367		2,133		13,077		5,721		3,348		7,590		6,083		58	
Aggregate of the Importations from the British Possessions enumerated above	4,914,616		4,473,767		5,829,523		5,054,266		5,281,081		4,975,778		5,693,082		5,838,254	

– – – – – – *Mauritius*, and the *British* Possessions in the *East Indies*—continued.

1853.		1854:				1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
		To 5 July.		From 5 July.												
Of British Possessions.	Foreign.	Of British Possessions.	Foreign.	Without distinction of Produce.	Total.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.	Without distinction of Produce.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
– –	–	– –	–	1	1	– –	1	1	1	—	—	—	—	—	—	—
2	1	1	–	– –	1	5	1	1	1	3	6	1	– –	4	– –	2
– –	–	– –	–	– –	– –	– –	– –	– –	– –	– –	– –	– – –	– –	– –	– –	2
– –	2	– –	–	– –	– –	– –	– –	– –	– –	1	– –	2	4	2	1	2
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
– –	–	– –	–	– –	– –	– –	– –	– –	– –	– –	– –	– – –	2	—	—	—
– –	–	– –	33	– –	33	– –	– –	– –	– –	2	1	3	– –	232	– –	3
– –	–	– –	–	– –	– –	– –	– –	– –	– –	– –	– –	66	2	2	– –	2,211
– –	1	– –	–	– –	– –	– –	– –	– –	– –	– –	– –	– – –	2	– –	– –	28
90	–	30	–	42	72	215	72	114	42	45	161	61	69	199	531	4,258
4	–	1	–	– –	1	4	10	– –	– –	6	6	14	4	– –	4	—
96	4	32	33	43	108	224	84	116	44	57	174	147	83	439	536	6,506
69	–	18	3	27	48	8	17	14	64	58	78	315	43	214	913	66
10,571	8	393	14	4,598	5,005	10,276	2,587	272	76	108	367	3,166	146	155	12,440	7,247
4,880	6	799	6	30	835	550	1,063	80	3	588	291	383	2,757	10	6,037	3,536
1	5	– –	6	1	7	319	1,405	6	2	– –	– –	15	5	10	34	16
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
– –	–	– –	–	– –	– –	– –	– –	5	– –	– –	3	4	– –	3	—	—
– –	1	2	–	– –	2	– –	1	5	– –	1	– –	1	1	– –	1	2
15,617	24	1,244	62	4,699	6,005	11,377	5,157	498	189	812	913	4,031	3,035	831	19,961	17,373
202,413	– – –	244,508	– – –			219,939	203,992	203,802	238,459	196,701	185,586	163,648	258,405	202,483	52,365	135,305
580,063	– – –	666,465	– – –			592,567	632,443	583,623	754,236	591,371	647,057	794,118	701,255	649,973	539,706	664,766
57,293	– – –	58,315	– – –			55,978	47,041	57,654	60,826	62,550	61,125	66,013	57,442	50,568	40,631	55,991
93,668	– – –	95,681	– – –			66,981	55,184	90,453	98,768	94,069	91,974	83,498	58,200	90,181	85,384	74,518
441,210	– – –	505,680	– – –			450,282	371,319	422,772	535,098	428,926	520,808	523,678	553,017	514,557	471,522	424,307
– – –	– – –	38	– – –			455	1,764	283	785	3,376	328	2,917	5,117	6,647	7,967	8,309
38,197	– – –	34,663	– – –			33,982	13,744	21,926	29,554	33,419	25,736	30,019	35,733	39,424	16,149	29,718
101,919	– – –	140,842	– –			111,785	103,652	91,371	159,256	116,663	165,225	154,598	186,913	200,691	96,890	203,794
66,981	– – –	73,033	– – –			65,952	61,286	65,970	77,579	82,647	72,940	95,747	97,367	95,711	85,822	99,471
137,806	– – –	142,460	– – –			98,121	105,936	126,653	146,401	124,475	138,332	135,181	145,290	136,253	123,346	124,622
57,950	– – –	44,428	– – –			39,334	58,583	34,172	67,982	58,501	51,482	55,336	72,303	47,533	44,357	49,749
– – –	– – –	1,382	– – –			– –	– –	– –	– –	– –	– –	– – –	1,748	—	—	—
481,120	– – –	537,280	– – –			418,902	483,078	442,476	549,626	538,152	530,534	530,012	687,300	600,714	670,793	555,838
– – –	– – –	101	– – –			– –	– –	– –	4,500	191	– –	4,580	672	2	1	2,689
1	– – –	– –	– – –			2	– –	2	– –	– –	– –	2,922	2	360	3	1,114
521,802	– – –	806,534	– – –			675,851	597,013	691,849	678,667	736,700	777,529	923,857	873,657	889,286	926,524	1,039,635
62,637	– – –	91,780	– – –			85,461	75,613	112,745	95,201	59,964	107,128	124,320	130,433	97,939	99,338	97,758
2,843,060	– –	3,443,190	– – –			2,915,592	2,810,648	2,945,751	3,496,938	3,127,705	3,375,784	3,690,444	3,864,854	3,622,322	3,260,798	3,567,584
1,252,338	– –	1,662,237	– – –			1,363,140	1,647,274	1,184,343	1,086,565	1,169,399	1,163,810	1,504,276	686,476	1,635,885	1,055,342	992,382
880,205	– – –	363,070	– – –			457,207	658,000	661,799	463,735	550,234	365,343	422,803	101,152	14,470	493,790	144,939
298,012	– – –	358,418	– – –			219,632	461,418	422,255	258,424	283,068	289,325	250,611	210,467	218,576	234,260	285,239
707	– – –	24	– – –			361	27,758	9,730	628	868	1,038	1,178	50	353	1,587	33
61,820	– – –	57,687	– – –			64,827	68,848	45,068	53,117	61,034	76,044	included with Singapore.				
– – –	– – –	4,559	– – –			727	2	1,178	3	4,009	7	9	1	5	1	—
105	– – –	7,056	– – –			446	15,877	41,707	18,484	34,120	29,779	79,204 (including Penang).	98,642	60,051	96,638	37,537
5,336,247	– –	5,896,241	– – –			5,021,932	5,689,825	5,311,831	5,377,894	5,231,037	5,301,130	5,948,525	4,961,642	5,551,662	5,142,416	5,027,714

2.—MELASSES Imported from the *British West Indies, British Guiana,* - - - -

MELASSES, the Produce of British Possessions:	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts*	*Cwts.*	*Cwts.*
Antigua	100,905	46,196	105,683	63,226	89,972	57,297	95,262	72,381	79,814
Barbadoes	70,693	73,462	78,519	67,577	124,322	121,720	99,256	144,656	134,779
Dominica	9,466	8,866	10,668	7,551	7,767	9,640	9,481	7,160	7,314
Grenada	4,097	2,832	4,010	418	10,542	5,906	3,146	2,426	566
Jamaica	38	175	247	5	102	82	3	551	1
Montserrat	2,108	1,482	1,850	- -	19	137	1,796	493	—
Nevis	2,606	6,965	10,727	97	2,844	162	2,045	1,893	5,631
St. Christopher	13,254	21,714	23,169	6,558	23,883	25,359	22,684	11,753	18,745
St. Lucia	5,724	7,704	7,198	5,519	10,037	4,801	4,779	5,972	7,760
St. Vincent	24,900	39,815	30,864	15,965	36,984	20,249	30,190	26,310	10,978
Tobago	7,083	4,103	5,138	1,520	4,769	3,839	1,475	1,181	1,828
Tortola	322	1,180	858	- -	- -	306	—	—	—
Trinidad	94,465	134,191	110,039	104,635	138,294	105,678	113,991	115,087	144,232
Bahamas	—	—	—	—	—	—	—	—	—
Demerara	136,619	120,050	126,219	96,983	150,477	103,477	98,940	79,083	74,615
Berbice	18,803	8,888	15,982	15,430	5,475	11,634	9,008	3,987	5,816
TOTAL from the British West Indies and British Guiana	491,083	477,623	531,171	385,484	605,487	470,187	492,056	472,933	492,079
From Mauritius	1,564	150	11,295	6,740	11,386	13,930	740	—	—
British Possessions in the East Indies; viz.—									
Bengal Presidency	24,947	50,233	54,286	19,853	12,096	13,968	9,848	5,580	8,078
Madras Presidency						366	—	—	—
Bombay Presidency						—	—	—	—
Penang						—	—	—	—
Ceylon	- -	- -	206	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	517,594	528,006	596,958	412,077	628,969	498,451	502,644	478,513	500,157
MELASSES, of Foreign Produce:									
Antigua	29	9	- -	61	7	8	28	39	—
Barbadoes	- -	- -	- -	- -	- -	- -	504	- -	18
Grenada	- -	- -	- -	- -	18	—	—	—	—
Jamaica	- -	2	- -	- -	- -	- -	- -	2	—
St. Christopher	- -	- -	- -	- -	31	- -	- -	- -	- -
St. Lucia	- -	- -	- -	- -	- -	- -	- -	1	11
St. Vincent	- -	- -	- -	- -	408	- -	- -	- -	11
Tobago	- -	- -	- -	- -	10	10	—	—	—
Trinidad	- -	- -	12	20	42	29	47	10	26
Bermudas	- -	- -	- -	- -	- -	- -	95	—	—
Demerara	4	- -	7,595	1,006	346	3,438	1,480	311	6,631
Berbice	- -	120	199	- -	- -	- -	463	- -	963
TOTAL from the British West Indies and British Guiana	33	131	7,806	1,087	862	3,485	2,617	363	7,660
From Mauritius	—	—	—	—	—	—	—	—	—
British Possessions in the East Indies; viz.—									
Bengal Presidency	2	35	- -	- -	- -	- -	- -	57	—
Madras Presidency							4	—	—
Bombay Presidency							—	—	—
Penang							—	—	—
Singapore	—	—	—	—	—	—	—	—	—
AGGREGATE of the Importations from the British Possessions enumerated above	35	166	7,806	1,087	862	3,485	2,621	420	7,660
MELASSES of all Sorts, collectively:									
Antigua	100,934	46,205	105,683	63,287	89,979	57,305	95,290	72,420	79,814
Barbadoes	70,693	73,462	78,519	67,577	124,332	121,720	99,760	144,656	134,797
Dominica	9,466	8,866	10,668	7,551	7,767	9,640	9,481	7,160	7,314
Grenada	4,097	2,832	4,010	418	10,560	5,906	3,146	2,426	566
Jamaica	38	177	247	5	102	82	3	553	1
Montserrat	2,108	1,482	1,850	- -	19	137	1,796	493	- -
Nevis	2,606	6,965	10,727	97	2,844	162	2,045	1,893	5,631
St. Christopher	13,254	21,714	23,169	6,558	23,914	25,359	22,684	11,753	18,745
St. Lucia	5,724	7,704	7,198	5,519	10,037	4,801	4,779	5,973	7,771
St. Vincent	24,900	39,815	30,864	15,965	37,392	20,249	30,190	26,310	10,989
Tobago	7,083	4,103	5,138	1,520	4,779	3,749	1,475	1,181	1,828
Tortola	322	1,180	858	- -	- -	306	- -	- -	- -
Trinidad	94,465	134,191	110,051	104,655	138,336	105,707	114,038	115,097	144,258
Bahamas	- -	- -	- -	- -	- -	- -	- -	- -	- -
Bermudas	- -	- -	- -	- -	- -	- -	95	—	- -
Demerara	136,623	120,050	133,814	97,989	150,823	106,915	100,420	79,394	81,246
Berbice	18,803	9,008	16,181	15,430	5,475	11,634	9,471	3,987	6,779
TOTAL from the British West Indies and British Guiana	491,116	477,754	538,977	386,571	606,349	473,672	494,673	473,296	499,739
From Mauritius	1,564	150	11,295	6,740	11,386	13,930	740	- -	- -
British Possessions in the East Indies; viz.—									
Bengal Presidency	24,949	50,268	54,286	19,853	12,096	13,968	9,848	5,637	8,078
Madras Presidency						366	4	- -	- -
Bombay Presidency						- -	- -	- -	- -
Penang						- -	- -	- -	- -
Ceylon	- -	- -	206	—	—	—	—	—	—
Singapore	- -	- -	- -	- -	- -	- -	- -	- -	- -
AGGREGATE of the Importations from the British Possessions enumerated above	517,629	528,172	604,764	413,164	629,831	501,936	505,265	478,933	507,817

* Since 5 July 1854, Melasses, of whatever growth, have been subject to a uniform scale of duties ; and the distinction between the produce

- - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1854: 5 July.	1854: From 5 July.	1854: Total.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.	Cwts.
8,709	*												
1,856													
4,093													
355													
—													
—													
842													
7,299													
2,595													
9,937													
—													
—													
0,578													
—													
7,003													
3,288													
6,555													
—													
5,144													
—													
—													
—													
1,699													
—													
3													
—													
—													
19													
—													
—													
—													
—													
5,050													
—													
5,072													
—													
—													
—													
—													
—													
5,072													
38,709	59,002	97,711	56,788	54,214	52,791	68,743	57,347	49,631	48,151	64,611	54,429	16,709	43,255
31,859	77,697	109,556	54,247	67,002	52,416	104,062	22,775	65,773	79,890	38,020	20,665	24,594	27,738
4,093	4,459	8,552	3,589	2,644	7,376	4,235	3,719	3,471	6,527	3,474	3,397	4,455	8,378
355	1,037	1,392	1,118	843	2,828	684	662	326	1,722	637	157	1,032	863
- -	4	4	- -	289	324	366	506	616	820	542	636	472	111
- -	59	59	158	419	134	- -	162	707	76	698	930	1,724	698
842	3,925	4,767	2,683	1,347	2,190	2,101	78	- -	968	631	4,354	4,218	2,629
17,318	15,779	33,097	23,014	12,255	11,866	16,672	11,425	22,922	18,765	24,212	13,599	9,318	33,123
2,595	3,857	6,452	6,445	4,769	8,638	2,509	888	2,384	3,651	3,622	5,188	3,868	4,334
9,937	6,099	16,036	5,358	7,121	15,426	8,102	5,774	6,059	7,280	3,390	4,601	4,946	7,541
- -	725	725	144	1,725	1,635	690	253	158	260	1,717	941	4,209	3,466
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	1,350	—	—	—
40,578	70,105	110,683	63,605	87,335	92,526	105,269	103,290	73,195	81,169	77,482	88,582	92,250	74,701
- -	- -	- -	- -	208	1,781	- -	- -	3	1	1,524	1,150	- -	62
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	742	—	—
32,053	1,995	34,048	11,610	22,802	28,986	14,805	13,286	9,005	20,230	9,894	5,362	29,552	29,225
3,288	1,700	4,988	1,641	2,023	7,243	3,760	- -	1,982	3,731	3,768	727	733	1,270
81,627	246,443	428,070	230,400	264,996	286,160	331,998	220,165	236,233	273,241	235,572	205,460	198,080	237,394
- -	574	574	99	1,304	10,438	5,081	5	- -	- -	4	20	1,251	309
5,144	- -	5,144	4,820	13,758	9,555	2,326	6,217	1,360	6,883	14,179	13,082	20,602	4,135
- -	- -	- -	3	1,294	- -	2,344	899	1,763	6,755	12,194	1,449	147	449
- -	- -	- -	- -	- -	- -	- -	- -	- -	36	—	—	—	6
- -	- -	- -	- -	- -	- -	- -	- -	- -	(included with Singapore.)				
—	—	—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	5	—	—	—
186,771	247,017	433,788	325,322	281,352	306,153	341,749	227,286	239,356	286,915	261,954	220,011	220,080	242,293

of British Possessions and Foreign produce has, by a necessary consequence, ceased to be observed in the Entries at the Custom-house.

3.—RUM Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.
RUM, the Produce of British Possessions:	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*	*Gallons.*
Antigua	16,120	4,088	60,394	40,913	42,763	21,435	16,188	65,699	45,437
Barbadoes	3,493	197	13,348	21,354	3,598	261	2,866	716	5,412
Dominica	51,828	22,205	34,435	36,854	14,980	18,883	17,145	25,763	15,134
Grenada	78,390	99,261	231,285	189,681	92,340	53,772	148,191	184,276	162,576
Jamaica	1,745,679	1,487,161	2,140,519	2,280,223	1,778,605	1,585,683	1,912,765	1,587,692	904,077
Montserrat	3,067	964	2,385	- -	687	- -	3,761	- -	- -
Nevis	25,285	10,444	39,725	15,987	4,580	1,066	4,513	5,718	12,678
St. Christopher	111,743	64,731	190,535	82,950	88,558	63,941	53,579	50,412	61,733
St. Lucia	4,748	14,081	28,620	18,000	2,473	709	784	3,172	1,749
St. Vincent	82,626	83,001	264,828	127,671	194,247	50,446	53,570	143,686	84,306
Tobago	188,494	133,364	277,276	172,952	139,736	125,756	142,404	186,849	190,051
Tortola	- -	295	1,667	- -	- -	- -	- -	- -	- -
Trinidad	2,687	128	88,367	150,002	85,869	33,492	62,048	80,663	130,066
Bahamas	- -	- -	4,891	- -	- -	- -	- -	- -	- -
Bermudas	25	6	5	6	2	- -	1,505	- -	1
Demerara	1,535,792	855,195	1,749,897	2,271,049	1,806,116	1,612,211	1,739,377	2,682,481	2,039,445
Berbice	105,087	51,257	131,272	245,398	76,049	10,341	17,441	40,896	49,711
TOTAL from the British West Indies and British Guiana	3,955,064	2,826,378	5,259,449	5,653,840	4,330,603	3,577,996	4,176,137	5,058,023	3,702,376
From Mauritius	2,582	7,340	60,056	114,807	94,869	24,167	21,442	8,097	10,060
British Possessions in the East Indies; viz.—									
Bengal Presidency	701,618	822,462	818,214	869,244	671,927	254,339	208,457	139,554	52,015
Madras Presidency						61,981	103,317	113,024	31,910
Bombay Presidency						- -	- -	- -	- -
Penang						126,587	103,044	54,804	116,873
Ceylon	2,508	2,520	20,989	13,240	24,569	- -	35,347	21	4
Singapore	- -	- -	- -	- -	- -	- -	- -	- -	- -
AGGREGATE of the Importations from the British Possessions enumerated above	4,661,772	3,658,700	6,158,708	6,651,131	5,121,968	4,045,070	4,647,744	5,373,523	3,913,238
RUM, of Foreign Produce:									
Antigua	- -	22	- -	45	- -	1	- -	- -	- -
Barbadoes	2	- -	- -	- -	2	- -	- -	- -	- -
Dominica	- -	- -	- -	- -	- -	- -	- -	- -	- -
Grenada	- -	- -	- -	- -	- -	- -	- -	- -	- -
Jamaica	6	53	2	35	45	13	245	3,235	113
Nevis	- -	- -	- -	- -	- -	- -	- -	219	- -
St. Christopher	- -	- -	- -	- -	- -	1	- -	24	- -
St. Lucia	- -	- -	- -	- -	- -	- -	- -	- -	- -
St. Vincent	- -	- -	- -	53	- -	2	29	1	54
Tobago	- -	- -	2	- -	- -	- -	- -	- -	- -
Tortola	- -	- -	- -	- -	- -	- -	- -	- -	- -
Trinidad	- -	- -	- -	- -	- -	36	- -	54	- -
Bahamas	- -	- -	4,081	2,814	- -	- -	- -	- -	- -
Bermudas	2	- -	- -	- -	- -	- -	- -	- -	- -
Demerara	2	2	7,727	68	- -	1,127	4,213	30	3,299
Berbice	- -	- -	680	2,495	- -	- -	- -	16	1,802
TOTAL from the British West Indies and British Guiana	12	77	12,492	5,510	47	1,180	4,487	3,579	5,268
From Mauritius	- -	- -	- -	- -	- -	- -	- -	- -	- -
British Possessions in the East Indies; viz.—									
Bengal Presidency	5,506	5,615	4,402	39,632	17,183	124	- -	1,549	1
Madras Presidency						- -	1	14	- -
Bombay Presidency						- -	- -	- -	- -
Penang						- -	- -	- -	- -
Ceylon	- -	- -	- -	7	- -	- -	- -	- -	- -
Singapore	3,589	- -	- -	- -	- -	- -	- -	- -	- -
AGGREGATE of the Importations from the British Possessions enumerated above	9,107	5,692	16,894	45,149	17,230	1,304	4,488	5,142	5,269
RUM of all Sorts, collectively:									
Antigua	16,120	4,110	60,394	40,958	42,763	21,436	16,188	65,699	45,437
Barbadoes	3,495	197	13,348	21,354	3,600	261	2,866	716	5,412
Dominica	51,828	22,205	34,435	36,854	14,980	18,883	17,145	25,763	15,134
Grenada	78,390	99,261	231,285	189,681	92,340	53,772	148,191	184,276	162,576
Jamaica	1,745,685	1,487,214	2,140,521	2,280,258	1,778,650	1,585,696	1,913,010	1,590,927	904,190
Montserrat	3,067	964	2,385	- -	687	- -	3,761	- -	- -
Nevis	25,285	10,444	39,725	15,987	4,580	1,066	4,513	5,937	12,678
St. Christopher	111,743	64,731	190,535	82,950	88,558	63,942	53,579	50,436	61,733
St. Lucia	4,748	14,081	28,620	18,800	2,473	709	784	3,172	1,749
St. Vincent	82,626	83,001	264,828	127,724	194,247	50,448	53,599	143,687	84,360
Tobago	188,494	133,364	277,278	172,952	139,736	125,756	142,404	186,849	190,051
Tortola	- -	295	1,667	- -	- -	- -	- -	- -	- -
Trinidad	2,687	128	88,367	150,002	8,869	33,528	62,048	80,717	130,066
Bahamas	- -	- -	8,972	2,814	- -	- -	- -	- -	- -
Bermudas	27	6	5	6	2	- -	1,505	- -	1
Demerara	1,535,794	855,197	1,757,624	2,271,117	1,806,116	1,613,338	1,743,590	2,682,511	2,042,744
Berbice	105,087	51,257	131,952	247,893	76,049	10,341	17,441	40,912	51,513
TOTAL from the British West Indies and British Guiana	3,955,076	2,826,455	5,271,941	5,659,350	4,330,650	3,579,176	4,180,624	5,061,602	3,707,644
From Mauritius	2,582	7,340	60,056	114,807	94,869	24,167	21,442	8,097	10,060
British Possessions in the East Indies; viz.—									
Bengal Presidency	707,124	828,077	822,616	908,876	689,110	254,463	208,457	141,103	52,016
Madras Presidency						61,981	103,318	113,038	31,910
Bombay Presidency						- -	- -	- -	- -
Penang						126,587	103,044	54,804	116,873
Ceylon	2,508	2,520	20,989	13,247	24,569	- -	35,347	21	4
Singapore	3,589	- -	- -	- -	- -	- -	- -	- -	- -
AGGREGATE of the Importations from the British Possessions enumerated above	4,670,879	3,664,392	6,175,602	6,696,280	5,139,198	4,046,374	4,652,232	5,378,665	3,918,507

- - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.	Gallons.
201,723	168,147	182,429	65,328	150,840	120,057	66,063	57,474	106,480	85,190	9,363	62,060
122,053	149,680	144,879	26,919	155,204	74,474	110,347	59,426	53,187	15,616	4,152	8,269
62,741	75,744	84,492	62,775	74,197	83,360	81,076	49,014	52,878	43,970	29,978	49,627
255,785	257,413	128,258	179,301	195,338	193,283	116,930	116,254	57,978	88,203	49,316	82,313
051,567	2,109,291	1,377,049	1,539,961	2,089,534	1,615,429	1,976,223	2,108,860	2,209,440	1,878,025	1,480,895	1,773,652
-	1,691	800	299	- -	1,188	—	—	—	—	—	—
44,778	32,869	9,867	9,767	25,186	19,306	9,833	950	5,016	- -	16	526
227,110	188,318	171,230	101,346	184,361	133,211	129,993	123,665	137,751	84,477	23,624	92,518
15,554	28,925	18,851	6,415	12,426	8,086	15,202	4,679	2,697	5,825	805	11,901
279,289	207,376	200,453	154,917	216,255	202,401	187,766	206,506	227,555	175,469	120,303	186,658
181,807	153,268	188,446	125,947	167,251	184,941	135,003	120,389	131,917	118,266	62,879	91,150
216	- -	- -	- -	- -	- -	- -	- -	1	—	—	—
315,992	354,357	349,529	116,142	305,511	255,702	143,016	272,594	282,998	265,297	62,080	95,607
10,443	- -	- -	1,151	- -	- -	- -	14,625	11,433	5,346	- -	38,256
-	- -	1	- -	- -	30	- -	1,147	- -	- -	- -	19
205,709	3,260,091	2,837,671	3,152,395	2,919,007	2,963,025	3,157,769	3,420,382	3,239,604	3,171,661	2,816,878	3,296,157
136,787	158,716	107,585	175,635	98,369	49,510	151,195	215,966	294,539	246,372	274,473	301,186
,111,554	7,145,886	5,801,540	5,718,298	6,593,479	5,904,003	6,280,416	6,771,931	6,813,474	6,183,717	4,934,762	6,089,899
108,417	63,447	286,374	183,606	231,896	463,033	333,345	400,905	305,024	301,279	261,933	273,920
319,453	334,899	299,133	148,325	5,912	- -	75,794	89,451	12,516	- -	- -	31
21,159	88,823	94,168	52,254	49,718	34,000	60,770	29,791	27,459	13,897	12,251	7
-	- -	- -	2,087	- -	274	- -	907	326	80	- -	11
142,332	187,688	233,361	155,860	104,983	180,434	204,576	Included with Singapore.				
16,925	7,272	6,192	- -	- -	5	625	397	445	889	—	—
3	- -	3	- -	- -	-	4,926	202,160 (including Penang).	186,665	190,193	171,383	100,039
,719,843	7,828,015	6,720,771	6,260,430	6,985,988	6,581,749	6,960,452	7,495,542	7,345,909	6,692,055	5,380,329	6,463,907
195	283	- -	6	- -	2	9	3	- -	- -	27	—
-	512	406	1,655	923	5	6,369	49	8	24	- -	3
2	- -	1,393	- -	- -	- -	- -	1	3	—	—	—
4,725	3,021	249	- -	- -	- -	1,202	- - -	- -	2	—	—
65	1,113	428	1,847	2,073	135	289	354	371	19	13	6
-	- -	- -	- -	- -	2	1	- - -	6	—	—	—
1	- -	1,901	- -	2	- -	3,575	1	1	1	—	—
-	- -	- -	- -	- -	- -	3	—	—	—	—	—
-	1,725	- -	- -	- -	60	1,816	23	—	—	—	—
-	- -	- -	- -	- -	70	100	4	—	—	—	—
-	- -	- -	- -	- -	- -	- -	- - -	2	1	—	—
-	2,887	52	- -	- -	- -	3	1	—	—	—	—
-	1,114	22,361	987	- -	- -	- -	4,012	—	—	- -	7,783
-	- -	- -	2	- -	- -	3	3	- -	- -	10	5
18,424	3,564	10,467	9,720	13,056	9,567	27,453	4,845	4,779	6,859	50	6,789
-	- -	- -	- -	- -	- -	80	- - -	- -	12	—	—
23,412	14,219	37,257	14,217	16,124	9,871	40,803	9,296	5,170	6,918	100	14,586
-	- -	1,990	- -	3,274	14,964	13,067	- - -	2	—	—	—
66	50	17,245	20,595	974	162	9,062	1	7	11	3	—
-	5	- -	- -	33,585	- -	4,463	—	—	6	—	—
214	234	- -	78	532	55	7	10	410	527	—	—
-	1,304	- -	2,364	45,289	1,564	—	—	—	—	—	—
3	- -	10,556	3,773	409	- -	- -	- - -	- -	11	—	—
-	2	- -	- -	- -	4	- -	1	28	3	- -	1
23,695	15,814	67,048	41,027	100,187	26,620	67,402	9,308	5,617	7,476	103	14,587
201,918	168,430	182,429	65,334	150,840	120,059	66,072	57,477	106,480	85,190	9,390	62,060
122,053	150,192	145,285	28,574	156,127	74,479	116,716	59,475	53,195	15,640	4,152	8,272
62,743	75,744	85,885	62,775	74,197	83,360	81,076	49,015	52,881	43,970	29,978	49,627
260,510	260,434	128,507	179,301	195,338	193,283	118,132	116,254	57,978	88,205	49,316	82,313
2,051,632	2,110,404	1,377,477	1,541,808	2,091,607	1,615,564	1,976,512	2,109,214	2,209,811	1,878,044	1,480,908	1,773,658
-	1,691	800	299	- -	1,188	—	—	—	—	—	—
44,778	32,869	9,867	9,767	25,186	19,308	9,834	950	5,022	- -	16	526
227,111	188,318	173,131	101,346	184,363	133,211	133,568	123,666	137,752	84,478	23,624	92,518
15,554	28,925	18,851	6,415	12,426	8,086	15,205	4,679	2,697	5,825	805	11,901
279,289	209,101	200,453	154,917	216,255	202,461	189,582	206,529	227,555	175,469	120,303	186,658
181,807	153,268	188,446	125,947	167,321	185,041	135,003	120,393	131,917	118,266	62,879	91,150
216	- -	- -	- -	- -	- -	- -	- - -	3	1	—	—
315,992	357,244	349,581	116,142	305,511	255,702	143,019	272,595	282,998	265,297	62,080	95,607
10,443	1,114	22,361	2,138	- -	- -	- -	18,637	11,433	5,346	- -	46,039
- -	- -	1	2	- -	30	3	1,150	- -	- -	10	24
3,224,133	3,263,655	2,848,138	3,162,115	2,932,063	2,972,592	3,185,222	3,425,227	3,244,383	3,178,520	2,816,928	3,302,946
136,787	158,716	107,585	175,635	98,369	49,510	151,275	215,966	294,539	246,384	274,473	301,186
7,134,966	7,160,105	5,838,797	5,732,515	6,609,603	5,913,874	6,321,219	6,781,227	6,818,644	6,190,635	4,934,862	6,104,485
108,417	63,447	288,364	183,606	235,170	477,997	346,412	400,905	305,026	301,279	261,933	273,920
319,519	334,949	316,378	168,920	6,886	162	84,856	89,452	12,523	11	3	31
21,159	88,828	94,168	52,254	83,303	34,000	65,233	29,791	27,459	15,903	12,251	7
214	234	- -	2,165	532	329	7	917	736	607	- -	11
142,332	188,992	233,361	158,224	150,272	181,998	204,576	Included with Singapore.	—	—	—	—
16,928	7,272	16,748	3,773	409	5	625	397	445	900	—	—
3	2	3	- -	- -	4	4,926	202,161 (including Penang).	186,693	190,196	171,383	100,040
7,743,538	7,843,829	6,737,819	6,301,457	7,086,175	6,608,369	7,027,854	7,504,850	7,351,526	6,699,531	5,380,432	6,478,494

4.—COFFEE Imported from the *British West Indies, British Guiana,* - - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851: To 15 April.	1851: From 15 April.	1851: Total.	1852
COFFEE, the Produce of British Possessions:	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.* See Note. *	*Lbs.*	*Lbs.*
Antigua	131	7,387	21	16	—	—	22			
Barbadoes	922	854	689	927	1,139	235	—			
Dominica	42,636	21,085	19,201	304	1,876	792	—			
Grenada	91,047	7,639	238	184	120,561	102	—			
Jamaica	5,090,133	6,011,249	6,570,363	4,945,702	3,399,764	4,156,210	203,601			
Montserrat	—	100	—	—	—	—	—			
Nevis	20	—	—	—	—	—	—			
St. Christopher	—	302	—	—	—	—	—			
St. Lucia	8,781	785	2,004	51	—	35	—			
St. Vincent	—	—	133	—	—	3	—			
Tobago	190	—	—	—	—	—	—			
Tortola	—	—	—	—	—	—	—			
Trinidad	9,630	71,348	12,578	5,917	4,779	96,376	—			
Bahamas	—	—	—	—	—	—	—			
Bermudas	—	84	—	121	—	—	—			
Demerara	228,809	30,560	83,815	98,826	37,834	7,774	977			
Berbice	716,778	31,134	74,061	23,080	25,419	698	—			
Total from the British West Indies and British Guiana	6,189,077	6,182,527	6,763,103	5,075,128	3,591,372	4,262,225	204,600			
From Mauritius	199	1,307	42,867	43,712	1,396	12,409	—			
British Possessions in the East Indies; viz.—										
Bengal Presidency						84,375	—			
Madras Presidency						411,684	4,499			
Bombay Presidency	387,261	362,240	304,220	329,469	1,233,803	1,184,598	12,375			
Penang						—				
Ceylon	16,657,239	17,735,264	27,189,159	30,521,869	35,434,960	30,857,831	1,851,872			
Singapore	131	2,487	1,724	127	76,836	151	—			
Aggregate of the Importations from the British Possessions enumerated above	23,233,907	24,283,825	34,301,073	35,970,305	40,338,367	36,813,273	2,073,346			
COFFEE, of Foreign Produce:										
Antigua	62	—	1,638	240	—	—	—			
Barbadoes	137	10	61	—	5,871	—	—			
Dominica	—	—	—	—	—	—	—			
Grenada	—	—	—	—	—	—	—			
Jamaica	158,946	49,678	1,735	2,191	13,872	456	40			
St. Christopher	—	—	—	—	—	9	—			
St. Lucia	—	84	—	—	—	—	—			
St. Vincent	—	—	—	48	—	117	—			
Tobago	72	—	—	90	—	—	—			
Tortola	—	—	—	—	—	—	—			
Trinidad	—	172	84	45	106	68	—			
Bahamas	7,445	25,160	326	37,536	123,885	77,867	7,563			
Bermudas	53	43	3,711	12,335	18	8	—			
Demerara	157	—	134	37	761	2,840	178			
Berbice	—	—	—	—	124	—	—			
Total from the British West Indies and British Guiana	166,872	75,237	7,689	52,522	144,637	81,365	7,781			
From Mauritius	103,532	280	10,941	267	245	7,976	—			
British Possessions in the East Indies; viz.—										
Bengal Presidency						551	—			
Madras Presidency						15,745	102			
Bombay Presidency	3,876,744	2,448,233	2,104,520	2,157,007	1,517,040	2,148,404	802,330			
Penang						—	—			
Ceylon	225	142	865	231	73	2,078	72			
Singapore	715,881	521,297	68,468	32,681	881,926	663,651	5,476			
Aggregate of the Importations from the British Possessions enumerated above	4,863,254	3,045,189	2,192,483	2,242,708	2,543,921	2,919,770	815,761			
COFFEE of all Sorts, collectively:										
Antigua	193	7,387	1,659	256	—	—	22	171	193	—
Barbadoes	1,059	864	750	927	7,010	235	—	2,147	2,147	295
Dominica	42,636	21,085	19,201	304	1,876	792	—	561	561	4,310
Grenada	91,047	7,639	238	184	120,561	102	—	205	205	285
Jamaica	5,249,079	6,061,017	6,572,098	4,947,893	3,413,636	4,156,666	203,641	3,763,179	3,966,820	3,786,796
Montserrat	—	100	—	—	—	—	—	—	—	—
Nevis	20	—	—	—	—	—	—	—	—	—
St. Christopher	—	302	—	—	—	9	—	2,594	2,594	121
St. Lucia	8,781	869	2,004	51	—	35	—	—	—	425
St. Vincent	—	—	133	48	—	120	—	1,272	1,272	—
Tobago	262	—	—	90	—	—	—	423	423	27
Tortola	—	—	—	—	—	—	—	—	—	—
Trinidad	9,630	71,520	12,662	5,962	4,885	96,444	—	1,678	1,678	2,582
Bahamas	7,445	25,160	326	37,536	123,885	77,867	7,563	—	7,563	—
Bermudas	53	127	3,711	12,456	18	8	—	—	—	—
Demerara	228,966	30,560	83,949	98,863	38,595	10,614	1,155	16,289	17,444	28,372
Berbice	716,778	31,134	74,061	23,080	25,543	698	—	94	94	6,518
Total from the British West Indies and British Guiana	6,355,949	6,257,764	6,770,792	5,127,650	3,736,009	4,343,590	212,381	3,788,613	4,000,994	3,829,731
From Mauritius	103,731	1,587	53,808	43,979	1,641	20,385	—	254	254	13,857
British Possessions in the East Indies; viz.—										
Bengal Presidency						84,926	—	3,003	3,003	94,370
Madras Presidency						427,429	4,601	1,282,031	1,286,632	849,227
Bombay Presidency	4,264,005	2,810,473	2,408,740	2,486,476	2,750,843	3,333,002	814,705	1,425,975	2,240,680	2,213,616
Penang						—	—	285,146	285,146	—
Ceylon	16,657,464	17,735,406	27,190,924	30,522,100	35,435,033	30,859,909	1,851,944	27,012,018	28,863,962	35,316,936
Singapore	716,012	523,784	70,192	32,808	958,762	663,802	5,476	91,570	97,046	55,361
Aggregate of the Importations from the British Possessions enumerated above	28,097,161	27,329,014	36,493,556	38,213,013	42,882,288	39,733,043	2,880,107	33,888,610	36,777,717	42,373,598

* Since 15th April 1851, Coffee, of whatever growth, has been chargeable with the same rate of Duty; and the distinction between the Produce

- - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

3.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
-	45	- - -	30	84	- - -	76	- - -	23	—	—	—	—
377	2,790	51	446	1,409	1,882	45	216	171	- - -	61	744	313
169	219	460	244	1,897	119	1,229	2,077	475	252	326	123	532
337	207	231	73	226	71	213	27	2,378	- - -	74	595	57
073,772	3,521,864	3,076,580	1,724,474	3,588,864	2,955,013	2,339,913	3,327,371	4,078,249	3,511,474	5,484,212	2,462,616	3,325,311
—	—	—	—	—	—	—	—	—	—	—	—	—
-	6	—	—	—	—	—	—	—	—	—	—	—
20	- - -	- - -	- - -	- - -	- - -	161	- - -	- - -	- - -	- - -	- - -	180
114	62	- - -	2,158	146	79	910	- - -	45,780	- - -	- - -	3,561	—
15	- - -	- - -	- - -	- - -	31	- - -	114	- - -	27	—	—	—
-	- - -	- - -	- - -	47	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
2,525	1,045	1,942	10,121	2,482	961	49,335	1,037	1,477	1,563	1,517	1,849	3,457
223,005	6,607	28	393,059	458,432	3,287	179,667	- - -	302,816	32,089	72	—	593,104
25	- - -	2,166	179	441	- - -	- - -	168	41	- - -	61	161	288,677
6,043	3,664	1,756	1,569	1,591	2,161	919	4,974	1,113	873	1,830	18,799	46,927
433	- - -	350	179	760	454	841	348	175	28	332	2,944	15,045
306,835	3,536,509	3,083,564	2,132,532	4,056,879	2,964,058	2,573,309	3,836,332	4,432,698	3,546,306	5,488,485	2,491,392	4,272,603
76,566	51,614	549	378	402	1,378	1,139	2,038	244	271	122	275	160
16,451	13,131	168,273	119,143	3,260	124,865	802,502	63,721	1,469	1,399	3,348	117,167	12,291
809,074	920,915	1,300,517	653,886	1,042,238	754,655	3,585,356	3,042,289	6,033,787	8,515,956	7,645,879	13,864,486	13,003,133
325,932	2,311,720	1,553,420	3,696,932	2,501,818	1,895,014	669,408	2,328,802	1,525,206	1,953,391	3,091,392	3,149,967	2,911,676
471	134	261	973	78,235	57,052	1,139	803	included with Singapore.				
861,522	41,755,554	30,443,407	34,969,017	32,777,053	43,755,103	42,364,978	59,322,797	53,505,993	55,285,723	79,793,201	69,011,290	90,455,468
372,867	305,007	1,921,839	550,386	63,392	105,522	1,703,890	1,527,332	1,182,403 (including Penang).	3,547,747	1,620,477	1,253,020	1,665,947
,269,218	48,895,184	46,880,830	42,123,241	40,522,777	49,717,707	51,701,721	70,724,114	66,981,800	72,850,793	97,642,904	89,887,597	112,321,278

British Possessions and Foreign Produce has, by a necessary consequence, ceased to be observed in the Entries at the Custom-house.

5.—COCOA Imported from the *British West Indies, British Guiana,* - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	
COCOA, the Produce of British Possessions:	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	
Antigua	—	1,968	—	—	—	—	4,770	—	
Barbadoes	6,422	40	35,923	19,006	51	3,222	30,433	17,722	
Dominica	5,444	6,782	17,672	12,247	6,892	19,071	7,823	6,232	
Grenada	342,092	353,663	299,802	464,703	424,651	609,911	419,309	604,299	
Jamaica	—	64	—	1	1	123	28	—	
St. Christopher	—	—	—	—	—	—	—	—	
St. Lucia	30,979	2,010	15,283	16,917	7,928	1,372	15,986	9,428	
St. Vincent	6,450	3,630	73,187	11,955	3,959	8,642	42,572	5,287	
Tobago	—	—	—	—	—	71	—	—	
Tortola	—	—	—	—	—	—	—	—	
Trinidad	2,960,215	1,370,691	2,584,514	2,077,474	2,715,604	1,345,284	3,811,254	3,290,885	1,6
Bermudas	—	—	—	3	—	—	—	—	
Demerara	—	—	—	—	—	21	15,020	10	
Berbice	—	—	—	3	—	—	—	—	
TOTAL from the British West Indies and British Guiana	3,351,602	1,738,848	3,026,381	2,602,309	3,159,086	1,987,717	4,347,195	3,933,863	1,8
From Mauritius	—	—	2,006	—	—	—	30	2,106	
British Possessions in the East Indies; viz.—									
Bengal Presidency	—	—	—	—	—	—	8	—	
Madras Presidency							—	—	
Bombay Presidency							—	—	
Singapore	—	—	—	—	—	—	—	—	
AGGREGATE of the Importations from the British Possessions enumerated above	3,351,602	1,738,848	3,028,387	2,602,309	3,159,086	1,987,717	4,347,233	3,935,969	1,8
COCOA, of Foreign Produce:									
Antigua	—	—	—	—	—	—	—	—	
Barbadoes	—	—	—	—	5	—	2	—	
Grenada	—	—	—	—	92	43	—	—	
Jamaica	—	111	—	44	—	—	—	—	
St. Lucia	—	—	145	—	—	—	—	—	
St. Vincent	—	—	—	—	—	—	—	—	
Trinidad	—	—	—	—	—	—	1,107	2,741	
Bahamas	—	—	—	—	—	—	—	—	
Bermudas	—	—	—	15	—	—	—	—	
Demerara	—	—	—	110	—	—	—	1,847	
Berbice	—	—	—	—	—	—	—	—	
TOTAL from the British West Indies and British Guiana	—	111	145	169	97	43	1,109	4,588	
From Mauritius	—	—	—	—	—	—	—	—	
British Possessions in the East Indies; viz.—									
Bengal Presidency						748	—	—	
Madras Presidency			80	7		—	—	—	
Bombay Presidency	—	—			—	—	709	—	
Singapore	—	—	—	—	—	89	—	—	
AGGREGATE of the Importations from the British Possessions enumerated above	—	111	225	176	97	880	1,818	4,588	
COCOA, of all Sorts, collectively:									
Antigua	—	1,968	—	—	—	—	4,770	—	
Barbadoes	6,422	40	35,923	19,006	56	3,222	30,435	17,722	
Dominica	5,444	6,782	17,672	12,247	6,892	19,071	7,823	6,232	
Grenada	342,092	353,663	299,802	464,703	424,743	609,954	419,309	604,299	
Jamaica	—	175	—	45	1	123	28	—	
Montserrat	—	—	—	—	—	—	—	—	
Nevis	—	—	—	—	—	—	—	—	
St. Christopher	—	—	—	—	—	—	—	—	
St. Lucia	30,979	2,010	15,428	16,917	7,928	1,372	15,986	9,428	
St. Vincent	6,450	3,630	73,187	11,955	3,959	8,642	42,572	5,287	
Tobago	—	—	—	—	—	71	—	—	
Tortola	—	—	—	—	—	—	—	—	
Trinidad	2,960,215	1,370,691	2,584,514	2,077,474	2,715,604	1,345,284	3,812,361	3,293,626	1,6
Bahamas	—	—	—	—	—	—	—	—	
Bermudas	—	—	—	18	—	—	—	—	
Demerara	—	—	—	110	—	21	15,020	1,857	
Berbice	—	—	—	3	—	—	—	—	
TOTAL from the British West Indies and British Guiana	3,351,602	1,738,959	3,026,526	2,602,478	3,159,183	1,987,760	4,348,304	3,938,451	1,8
From Mauritius	—	—	2,006	—	—	—	30	2,106	
British Possessions in the East Indies; viz.—									
Bengal Presidency						748	8	—	
Madras Presidency	—	—	80	7	—	—	—	—	
Bombay Presidency						—	709	—	
Singapore	—	—	—	—	—	89	—	—	
Ceylon	—	—	—	—	—	—	—	—	
AGGREGATE of the Importations from the British Possessions enumerated above	3,351,602	1,738,959	3,028,612	2,602,485	3,159,183	1,988,597	4,349,051	3,940,557	1,8

* Since 4 June 1853, Cocoa, of whatever growth, has been chargeable with the same rate of duty; and the distinction between the Pr

Mauritius, and the *British* Possessions in the *East Indies*.

853: rom une.	Total.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
lbs. Note. a	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*

6.—COTTON WOOL Imported from the *British West Indies, British Guiana,* - - - -

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	185
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	
Antigua - - -	- -	36,388	- -	- -	- -	- -	566	4,592	3,997	
Barbadoes - - -	227,653	380,248	203,062	99,486	75,952	16,031	86,948	230,384	118,051	60
Dominica - - -	- -	- -	- -	- -	- -	- -	1,738	2,912	2,310	
Grenada - - -	30,596	9,335	8,429	2,524	2,027	3,265	24,715	4,368	13,104	59
Jamaica - - -	68,013	49,392	47,005	65,232	95,843	28,056	93,647	47,600	11,879	7
Montserrat - -	- -	- -	- -	- -	- -	- -	112	- -	- -	-
Nevis - - -	- -	- -	- -	- -	- -	84	587	560	392	
St. Christopher - -	- -	- -	- -	- -	- -	154	634	1,008	6,368	
St. Lucia - - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
St. Vincent - -	28,099	53,382	22,984	26,497	21,130	22,796	42,687	38,976	34,370	4
Tobago - - -	- -	- -	- -	- -	- -	- -	- -	- -	- -	-
Tortola - - -	224	- -	- -	- -	- -	- -	- -	- -	- -	-
Trinidad - - -	102,752	26,066	4,088	27,602	47,915	9,243	28,767	46,480	41,971	10
Bahamas - - -	824,181	257,507	54,826	184,050	461,538	3,393	8,532	96,992	- -	
Bermudas - - -	30,661	- -	- -	- -	422	- -	- -	- -	- -	-
Demerara - - -	42,898	275,901	348,681	235,046	239,480	145,891	157,596	229,824	117,986	12
Berbice - - -	39,370	113,638	104,858	- -	- -	- -	- -	- -	- -	-
TOTAL from the British West Indies and British Guiana -	1,394,447	1,201,857	793,933	640,437	944,307	228,913	446,529	703,696	350,428	40
From Mauritius - -	275	739	- -	- -	1,785	- -	2,098	- -	- -	1
British Possessions in the East Indies; viz.—										
Bengal Presidency -						85,789	1,175,940	557,088	7,660,242	1,14
Madras Presidency -	58,255,306	34,033,721	83,542,864	83,773,078	70,162,364	5,571,450	6,460,782	3,808,224	12,718,114	5,42
Bombay Presidency -						112,408,140	112,373,721	80,492,272	159,069,494	110,17
Ceylon - - -	182,120	506,422	391,750	326,766	675,934	807,363	2,616,519	64,848	1,817,642	3,04
Singapore - - -	- -	- -	- -	2,117	217	- -	14	- -	582,668	4
AGGREGATE of the Importations from the British Possessions enumerated above - -	59,832,148	35,742,739	84,728,547	84,742,398	71,784,607	119,101,655	123,075,603	85,626,128	182,198,588	120,26

- - - - - *Mauritius*, and the *British* Possessions in the *East Indies*.

1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
- -	31,024	- -	- -	- -	- -	- -	- -	7,280	13,328	141,904
79,321	51,632	28,000	3,472	16,352	58,912	39,424	16,464	1,854,272	134,400	382,928
819	- -	- -	- -	- -	- -	- -	- -	- -	112	6,608
38,898	67,760	42,336	57,456	63,168	67,424	75,152	68,096	129,248	154,784	328,384
- -	15,232	448	5,712	8,064	18,592	- -	251,216	204,512	521,248	65,184
- -	- -	- -	- -	- -	112	896	- -	- -	1,680	6,832
409	- -	- -	- -	- -	- -	- -	- -	- -	112	4,144
- -	896	- -	- -	4,592	3,584	10,304	5,712	2,240	20,384	92,064
- -	- -	560	- -	- -	- -	- -	112	1,232	17,248	11,200
17,102	35,616	69,328	57,120	41,440	55,552	54,432	42,336	71,232	24,304	64,064
3,543	336	- -	112	- -	224	224	672	3,360	18,032	8,176
- -	- -	- -	- -	- -	- -	- -	448	—	—	—
58,509	49,728	77,280	16,240	29,008	31,248	17,248	38,528	18,144	56,000	588,336
114,685	- -	1,113,392	- -	- -	585,984	784	4,840,640	22,625,008	25,515,168	14,485,632
- -	- -	- -	- -	- -	- -	10,080	562,688	7,146,384	16,602,096	3,278,352
155,166	210,560	112,224	227,696	429,632	229,152	277,760	299,152	265,216	250,656	292,656
- -	- -	- -	- -	- -	- -	- -	- -	112	10,976	58,016
468,452	462,784	1,443,568	367,808	592,256	1,050,784	486,304	6,126,064	32,328,240	43,340,528	19,814,480
82,432	- -	1,713,712	1,678,656	1,332,128	3,164,000	816,256	2,010,176	180,208	92,960	16,800
86,912	1,418,928	2,534,560	190,400	182,560	343,168	51,744	9,981,216	44,560,768	54,815,040	41,170,640
6,310,528	8,696,128	17,245,424	5,438,944	4,209,184	12,909,232	19,676,384	37,871,456	49,457,184	47,245,296	49,128,240
137,089,232	168,263,536	228,521,328	123,769,408	186,128,656	188,788,656	345,159,024	343,091,504	336,469,952	400,181,376	353,078,208
1,692,544	1,966,384	2,036,832	3,323,824	1,807,120	2,100,112	4,102,896	1,709,456	3,714,256	3,639,888	2,387,280
- -	151,648	- -	- -	3,360	- -	50,400	896	218,624	645,792	183,232
145,730,100	180,959,408	253,495,424	134,769,040	194,255,264	208,355,952	370,343,008	400,790,768	466,929,232	549,960,880	465,778,880

7.—FOREIGN SUGAR Imported into the United Kingdom

UNREFINED SUGAR:	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
Foreign West India Islands: viz.—	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Cuba	197,460	499,906	875,420	694,203	664,264	489,502	811,081	432,364
Porto Rico	151,053	96,472	248,481	168,317	241,935	179,964	299,885	52,561
Guadaloupe	-	-	-	-	-	-	-	-
Martinique	-	-	-	-	-	-	-	-
St. Martin	-	-	-	-	211	—	—	—
St. Eustatius	3,308	-	2,270	-	-	-	311	-
St. Croix	-	168	72,294	53,831	46,142	7,533	8,740	8,354
St. Thomas	-	-	-	2	6,162	3	1	-
St. John	-	-	724	—	—	—	—	—
French Guiana	—	—	—	—	—	—	—	—
Dutch Guiana	641	1,493	-	-	121	4,461	2,418	1,653
United States of America	22,232	199	306	1,672	7,505	160	4,079	788
Central America	-	-	-	-	-	-	-	-
New Granada	6,890	1,956	1,044	3,310	989	75	79	42
Venezuela		11,593	4,853	5,010	8,657	4,262	1,431	-
Brazil	325,339	300,509	699,201	652,024	561,660	362,686	720,424	289,999
Chili	-	-	11	-	29	2	-	3
Peru	-	4	44	-	-	-	-	-
Eastern Coast of Africa	586	-	1,124	-	651	-	-	838
Bourbon	-	-	-	-	-	-	-	-
Siam	163	-	17,948	2	-	8,524	-	-
Java	46,854	80,911	193,699	69,193	72,366	58,438	56,124	18,807
Philippine Islands	118,581	73,120	173,838	143,505	87,710	144,514	220,229	76,191
China	5,744	58,222	89,011	36,078	3	609	4	41,717
Russia	-	-	-	-	1	5	8	4
Denmark	-	-	-	-	-	-	-	-
Prussia	-	2,323	-	-	-	1,809	364	-
Hanseatic Towns	-	-	1	2	4	2,321	1,110	1,751
Holland	4,485	7,558	-	10,297	12	17,750	21,113	36,445
Belgium	-	10,978	4,144	343	2	-	-	44
Channel Islands	-	-	-	-	3,660	12,033	99,921	77,037
France	-	-	1,717	-	-	28,935	8,855	16,529
Portugal	654	-	-	-	1	1	4,366	-
Spain	-	2	-	4	1	-	3	1
Gibraltar	540	2	-	-	1	-	-	-
Italy, Sardinian Territories	-	-	-	-	-	2,316	-	-
—— Duchy of Tuscany	-	-	4,003	-	-	-	-	-
—— Austrian Territories	-	-	-	-	3	471	-	1
British North American Colonies	21,264	9,052	1,773	7,661	12,299	20	8,307	3,812
British Possessions in Australia	-	-	3	2	6	205	6	62
British Possessions in South Africa	1	-	1	997	3	842	1	5
St. Helena	-	-	-	-	-	-	-	-
Other Parts	119	8	31	14	20	9	34	61
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	905,934 5,987	1,154,476 43,196	2,391,941 17,040	1,846,467 9,122	1,714,418 10,731	1,327,450 23,073	2,269,594 26,710	1,059,069 9,495
AGGREGATE of the Importations from all Parts	911,921	1,197,672	2,408,981	1,855,589	1,725,149	1,350,523	2,296,304	1,068,564
REFINED SUGAR AND SUGAR CANDY:								
Foreign West India Islands; viz.—								
Cuba	16	13,292	39,124	40,629	47,864	48,670	19,304	33,784
Porto Rico	-	-	-	-	-	-	-	-
Guadaloupe	-	-	-	-	-	-	-	-
St. Croix	-	-	147	3	70	-	4	—
St. Thomas	-	-	-	-	-	2	-	1
United States of America	-	4	130	10	11	6,449	610	8
New Granada	-	5	25	1,264	480	-	-	-
Venezuela	-	-	-	-	92	—	—	—
Brazil	-	1,558	2,474	1,756	1,084	6	9	5
Chili	-	-	-	-	-	-	1	-
Peru	2	-	-	-	1	-	-	-
Java	20	-	513	1	-	1	-	-
Philippine Islands	-	-	1	-	-	-	-	-
China	14	3	2	4	5	9	9	3
Russia	-	-	-	-	256	2	2	2
Denmark	3	-	-	6	2	-	-	-
Prussia	-	-	-	-	-	-	-	104
Hanseatic Towns	3,012	140	712	491	69	1,301	249	1,013
Holland	198,345	70,509	37,216	141,366	186,799	273,710	307,387	206,015
Belgium	14,421	5,279	3,884	10,087	9,365	14,373	77,669	56,282
Channel Islands	-	-	-	-	70	430	1,906	2,082
France	290	-	87	3	8	224	9,794	167
Portugal	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-
Gibraltar	-	-	-	-	-	-	-	-
Italy, Sardinian Territories	-	-	-	-	-	-	-	-
— Austrian Territories	-	-	-	-	-	-	-	-
British North American Colonies	7	1	-	3	4	5	2	5
British Possessions in Australia	-	-	-	-	18	-	-	1
British Possessions in South Africa	-	-	-	-	-	-	-	1
Other Parts	2	3	4	4	16	4	86	3
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	216,132 1	90,794 3	84,319 5	195,627 17	246,214 2,384	345,186 8	417,032 19	299,476 35
AGGREGATE of the Importations from all Parts	216,133	90,797	84,324	195,644	248,598	345,194	417,051	299,511

* The Quantities of Foreign Sugar exhibited above, as imported from certain British Possessions in the year 1854, represent the having, by reason of the equalisation of the duties,

7.—FOREIGN SUGAR Imported into the United Kingdom.

1853.	1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
946,826	1,598,993	711,832	736,166	999,310	1,593,655	1,644,933	1,382,398	2,046,210	2,152,509	2,113,687	2,887,795	2,210,306
143,501	378,377	239,246	199,724	197,067	362,732	216,895	262,713	518,635	438,521	545,444	452,219	270,471
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	19,609	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	1	2	355	—
—	—	—	—	—	—	—	—	—	—	—	—	—
6	930	- -	2,822	—	—	—	—	—	—	—	—	—
1,387	27,155	2,241	5,190	2,828	22,455	2,478	- -	2,906	1,679	—	—	—
1	668	727	11	8	9,422	8	1,267	57	46	27	24	375
—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
29,242	28,125	39,418	34,836	48,079	40,249	61,247	60,304	85,219	98,771	77,470	46,907	48,190
27,643	68,210	15,242	21,872	264,003	29,718	45,684	3,894	263,859	478	183	251,701	9,288
- -	- -	- -	- -	934	5,922	7,539	14,290	9,397	23,482	30,438	41,182	18,092
1	- -	1	- -	2	- -	2	4	53	4	181	4,959	5
- -	1,164	83	61	2	- -	2	2	—	—	—	—	—
671,149	579,303	468,678	531,176	850,907	36,325	1,118,597	432,943	751,781	1,263,101	1,191,400	1,189,496	1,019,560
11	- -	1	- -	2	3	3	2	- -	1	—	—	—
1	4	7	6	3	6	2	143	2,906	4	1	11,701	3,365
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	981	5,698
- -	4,612	- -	- -	- -	- -	- -	7,327	6,271	—	—	—	—
- -	- -	- -	- -	30,303	16,694	56,200	46,803	12,485	19,552	8,835	- -	1,928
29,567	132,424	73,961	8,682	32,130	13,606	124,767	157,742	104,687	53,758	6,754	—	—
48,053	351,110	319,412	390,791	398,608	257,785	364,065	381,809	513,749	345,414	831,510	358,488	583,910
1	6	3	18,345	61,700	11,945	912	36,653	9,030	7,528	10,589	12	4
23	- -	58	239	9	1	4	11	4	2	2	7	2
- -	28	7,390	4,120	- -	- -	2	4,988	- -	195	8	5	—
1	6	1	- -	4	1	1,131	3	230	1	- -	3,394	7,726
1	481	916	1,977	17,023	2,348	5,756	13	2,326	8,188	1,689	32,519	109,029
1,339	731	59,930	15,010	6,822	453	381	112,984	25,492	72,071	2,020	16,102	34,581
- -	- -	11,753	221	4,381	15,176	16,291	14,504	1,566	65,226	83,333	61,815	153,393
31,356	16,623	1,594	- -	31	- -	2	70	- -	51	5	457	1,714
4,492	4,680	300,328	65,244	137,015	390,289	180,981	547,669	63,591	347,521	204,262	179,952	666,793
6,223	3,207	38,041	13,786	3,155	4,543	1,259	- -	5,685	2,158	19,845	8,200	9,435
6	- -	8,247	11,333	2,022	8,608	- -	5,010	44	14	16	- -	599
- -	- -	- -	73	5	1	1	- -	- -	15	1	1,742	—
- -	- -	- -	2,044	- -	- -	2	14,359	6	—	—	—	—
6	- -	- -	- -	2,715	2	—	—	—	—	—	—	—
- -	6,714	- -	- -	1	- -	- -	1,269	—	—	—	—	—
20,872	*8,687	—	—	—	—	—	—	—	—	—	—	—
34	* 11	—	—	—	—	—	—	—	—	—	—	—
6	* 1	—	—	—	—	—	—	—	—	—	—	—
2	—	—	—	—	—	—	—	—	—	—	—	—
1,444	144	2,125	2,148	5,652	6,973	19	6,718	8,381	950	4,540	7,720	12,626
1,963,194	3,212,394	2,301,235	2,065,877	3,064,721	3,628,912	3,849,163	3,495,892	4,434,570	4,901,241	5,151,851	5,557,733	5,167,590
14,206	*7,357	—	—	—	—	—	—	—	—	—	—	—
1,977,400	3,219,751	2,301,235	2,065,877	3,064,721	3,628,912	3,849,163	3,495,892	4,434,570	4,901,241	5,151,851	5,557,733	5,167,590
24,091	66,113	19,831	14,175	15,159	72,130	26,183	22,689	16,506	2,838	21,091	61,545	5,324
18	46	11	- -	- -	2	—	—	—	—	—	—	—
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	521	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—
- -	- -	1	3	- -	10	- -	2	2	2	2	2	4
16	47	14	627	208	32	46	3,271	108	1,192	211	40	14
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	2
—	—	—	—	—	—	—	—	—	—	—	—	—
59	17	12	31	36	13	13	37	7	8	18	408	12
1	- -	- -	- -	- -	8	- -	- -	- -	- -	- -	1	—
3	- -	2	1	2	1	- -	- -	1	1	—	—	—
6	41	- -	- -	3	- -	6	997	- -	5	—	—	—
- -	- -	- -	- -	2	- -	2	1	- -	- -	1	- -	2
5	12	7	11	44	5	4	28	9	5	9	5	9
- -	15	1	47	4	1	1,134	1	4	- -	6	5,271	2
- -	26	77	2	1	- -	- -	- -	23	—	—	—	—
- -	21	- -	- -	1	- -	- -	- -	- -	1	- -	59	—
1,344	2,012	1,898	91	137	591	331	15	82	42	30	230	88
201,984	212,684	215,789	82,657	166,424	118,362	122,702	155,773	134,095	158,295	119,195	563,764	502,101
91,121	98,186	150,260	52,152	136,234	128,460	92,292	104,012	77,092	63,651	49,737	32,164	46,178
63	572	168	- -	- -	189	350	226	13	1	131	46	2
737	15,201	22,971	29,723	9,712	66,703	18,511	57,007	13,751	95,260	105,694	261,954	248,418
- -	- -	- -	- -	1	- -	- -	- -	3	34	- -	2	—
- -	- -	1,618	2,001	597	- -	- -	- -	- -	- -	24	190	—
- -	- -	- -	9	1	- -	- -	- -	- -	- -	- -	- -	6
- -	- -	- -	- -	- -	- -	- -	- -	- -	16	- -	1	—
- -	4,483	- -	1	- -	- -	- -	7	- -	- -	5	—	—
1	—	—	—	—	—	—	—	—	—	—	—	—
- -	*11	—	—	—	—	—	—	—	—	—	—	—
3	—	—	—	—	—	—	—	—	—	—	—	—
2	6	15	510	23	128	31	23	99	58	4	12	24
319,454	399,493	412,676	182,041	328,589	386,635	261,605	344,089	241,795	321,409	296,679	925,694	802,186
24	*62	—	—	—	—	—	—	—	—	—	—	—
319,478	399,555	412,676	182,041	328,589	386,635	261,605	344,089	241,795	321,409	296,679	925,694	802,186

(*continued*)

amount of such importations in the first six months only of that year; the distinction between British and Foreign produce ceased to be observed in the Entries after 5th July.

7.—Foreign Sugar Imported into the United Kingdom—*continued.*

	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.
FOREIGN SUGAR of all Sorts, collectively:	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
Foreign West India Islands: viz.—									
Cuba	197,476	513,198	914,544	734,832	712,128	538,172	830,385	466,148	970,917
Porto Rico	151,053	96,472	248,481	168,317	241,935	179,964	299,885	52,561	143,519
Guadaloupe	-	-	-	-	-	-	-	-	-
Martinique	-	-	-	-	-	-	-	-	-
St. Martin	-	-	-	-	211	—	—	—	—
St. Eustatius	3,308	-	2,270	-	-	-	311	-	6
St. Croix	-	168	72,441	53,834	46,212	7,533	8,744	8,354	1,387
St. Thomas	-	-	-	2	6,162	5	1	1	1
St. John	-	-	724	—	—	—	—	—	—
French Guiana	—	—	—	—	—	—	—	—	—
Dutch Guiana	641	1,493	-	-	121	4,461	2,418	1,653	29,242
United States of America	22,232	203	436	1,682	7,516	6,609	4,689	796	27,659
Central America	-	-	-	-	-	-	-	-	-
New Granada	6,890	1,961	1,069	4,574	1,469	75	79	42	1
Venezuela		11,593	4,853	5,010	8,749	4,262	1,431	-	-
Brazil	325,359	302,067	701,675	653,780	562,744	362,692	720,433	290,004	671,208
Chili	-	-	11	-	29	2	1	3	12
Peru	2	4	44	-	1	-	-	-	4
Eastern Coast of Africa	586	-	1,124	-	651	-	-	838	-
Bourbon	-	-	-	-	-	-	-	-	-
Siam	163	-	17,948	2	-	8,524	-	-	-
Java	46,874	80,911	194,212	69,194	72,366	58,439	56,124	18,807	29,573
Philippine Islands	118,581	73,120	173,839	143,505	87,710	144,514	220,229	76,191	48,053
China	5,758	58,225	89,013	36,082	8	618	13	41,720	6
Russia	-	-	-	-	257	7	10	6	23
Denmark	3	-	-	6	2	-	-	-	-
Prussia	-	2,323	-	-	-	1,809	364	104	1
Hanseatic Towns	3,012	140	713	493	73	3,622	2,059	2,764	1,345
Holland	202,830	78,067	37,216	151,663	186,811	291,460	328,500	242,460	203,323
Belgium	14,421	16,257	8,028	10,430	9,367	14,373	77,669	56,326	91,121
Channel Islands	-	-	-	-	3,730	12,463	101,827	79,119	31,419
France	290	-	1,804	3	8	29,159	18,649	16,696	5,229
Portugal	654	-	-	-	1	1	4,366	-	6,223
Spain	-	2	-	4	1	-	3	1	6
Gibraltar	540	2	-	-	1	-	-	-	-
Italy, Sardinian Territories	-	-	-	-	-	2,316	-	-	-
—— Duchy of Tuscany	-	-	4,003	-	-	-	-	-	6
—— Austrian Territories	-	-	-	-	3	471	-	1	-
British North American Colonies	21,271	9,053	1,773	7,664	12,303	25	8,309	3,817	20,873
British Possessions in Australia	-	-	3	2	24	205	6	63	34
British Possessions in South Africa	1	-	1	997	3	842	1	6	9
St. Helena	-	-	-	-	-	-	-	-	2
Other Parts	121	11	35	18	36	13	120	64	1,446
	1,122,066	1,245,270	2,476,260	2,042,094	1,960,632	1,672,636	2,686,626	1,358,545	2,282,648
British West Indies, British Guiana, Mauritius, and the British Possessions in the East Indies, as shown in Account, No. 1	5,988	43,199	17,045	9,139	13,115	23,081	26,729	9,530	14,230
Aggregate of the Importations from all Parts	1,128,054	1,288,469	2,493,305	2,051,233	1,973,747	1,695,717	2,713,335	1,368,075	2,296,878

* The quantities of Foreign Sugar exhibited above as imported from certain British Possessions in the year 1854, represent the amount of such Duties, ceased to be observed

Office of the Inspector General of Imports and Exports,
Custom House, London, 18 April 1866.

7.—Foreign Sugar Imported into the United Kingdom—*continued.*

1854.	1855.	1856.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.
Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*
1,665,106	731,663	750,341	1,014,469	1,665,785	1,671,116	1,405,087	2,062,716	2,155,347	2,134,778	2,949,340	2,216,130
378,423	239,257	199,724	197,067	362,734	216,895	262,713	518,635	438,521	545,444	452,219	270,471
- -	- -	- -	- -	- -	- -	- -	- -	- -	20,130	—	—
- -	-	- -	- -	- -	- -	- -	- -	1	2	355	—
—	—	—	—	—	—	—	—	—	—	—	—
930	- -	2,822	—	—	—	—	—	—	—	—	—
27,155	2,241	5,190	2,828	22,455	2,478	- -	2,906	1,679	—	—	—
668	728	14	8	9,432	8	1,269	59	48	29	26	379
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
28,125	39,418	34,836	48,079	40,249	61,247	60,304	85,219	98,771	77,470	46,907	48,190
68,257	15,256	22,499	264,211	29,750	45,730	7,165	263,967	1,670	394	251,741	9,302
- -	- -	- -	934	5,922	7,539	14,290	9,397	23,482	30,438	41,182	18,092
- -	1	- -	2	- -	2	4	53	4	181	4,959	7
1,164	83	61	2	- -	2	2	—	—	—	—	—
579,320	468,690	531,207	850,943	836,338	1,118,610	432,980	751,788	1,263,109	1,191,418	1,189,904	1,019,572
- -	1	- -	2	11	3	2	- -	1	- -	1	—
4	9	7	5	7	2	143	2,907	5	- -	11,701	3,365
- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	981	5,698
4,612	- -	- -	- -	- -	- -	7,327	6,271	—	—	—	—
- -	- -	- -	30,303	16,694	56,200	46,803	12,485	19,552	8,835	- -	1,928
132,465	73,961	8,682	32,133	13,606	124,773	158,739	104,687	53,763	6,754	—	—
351,110	319,412	390,791	398,610	257,785	364,067	381,810	513,749	345,414	831,511	352,488	583,912
18	10	18,356	61,744	11,950	916	36,681	9,039	7,533	10,598	17	13
15	59	286	13	2	1,138	12	8	2	8	5,278	4
54	7,467	4,122	1	- -	2	4,988	23	195	8	5	—
27	2	- -	5	1	1,131	3	230	2	- -	3,453	7,726
2,493	2,814	2,068	17,160	2,939	6,087	28	2,408	8,230	1,719	32,749	109,117
213,415	275,719	97,667	173,246	118,815	123,083	268,757	159,587	230,366	121,215	579,866	536,682
98,186	162,013	52,373	140,615	143,636	108,583	118,516	78,658	128,877	133,070	93,979	199,571
17,195	1,762	- -	31	189	352	296	13	52	136	503	1,716
19,881	323,299	94,967	146,727	456,992	199,492	604,676	77,342	442,781	309,956	441,906	915,211
3,207	38,041	13,786	3,156	4,543	1,259	- -	5,688	2,192	19,845	8,202	9,435
- -	9,865	13,334	2,619	8,608	- -	5,010	44	14	40	190	599
- -	- -	82	6	1	1	- -	- -	15	1	1,742	4
- -	- -	2,044	- -	- -	2	14,359	6	16	- -	1	—
- -	- -	- -	2,715	2	—	—	—	—	—	—	—
11,197	- -	1	1	- -	- -	1,276	- -	- -	5	—	—
* 8,687	—	—	—	—	—	—	—	—	—	—	—
* 22	—	—	—	—	—	—	—	—	—	—	—
* 1	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
150	2,140	2,658	5,675	7,101	50	6,741	8,480	1,008	4,544	7,732	12,650
3,611,887	2,713,911	2,247,918	3,393,310	4,015,547	4,110,768	3,839,981	4,676,365	5,222,650	5,448,530	6,483,427	5,969,776
* 7,419	—	—	—	—	—	—	—	—	—	—	—
3,619,306	2,713,911	2,247,918	3,393,310	4,015,547	4,110,768	3,839,981	4,676,365	5,222,650	5,448,530	6,483,427	5,969,776

importations in the first six months only of that year; the distinction between British and Foreign produce having, by reason of the equalisation of in the Entries after 5th July.

JOHN A. MESSENGER.

AN ACCOUNT of the QUANTITY of REFINED SUGAR and SUGAR CANDY Imported into the United Kingdom, in the Years 1848 to 1865, respectively, stating the Quantity retained for Home Consumption, the Rates of Duty paid, and the Quantity Exported.

YEARS.	Quantities Imported into the United Kingdom.			Quantities retained for Home Consumption.			Rates of Duty chargeable per Cwt.			Quantities re-exported from the United Kingdom.		
	Of British Possessions.	Foreign.	TOTAL.	Of British Possessions.	Foreign.	TOTAL.	Of any British Possessions into which the Importation of Foreign Sugar is prohibited.	Of other British Possessions.	Foreign.	Of British Possessions.	Foreign.	TOTAL.
	Cwts.	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	*Cwts.*	£. s. d.	£. s. d.	£. s. d.	*Cwts.*	*Cwts.*	*Cwts.*
1848	31,114	195,643	226,757	20,925	25,266	46,191	From 12 July – – 17 4	1 2 –	1 6 8	100	102,465	102,565
1849	55,794	248,598	304,392	59,869	15,277	75,137	From 5 July – – 16 –	1 – 4	1 4 8	149	198,068	198,217
1850	12,675	345,194	357,869	15,046	101,289	116,335	From 5 July – – 14 8	– 18 8	1 2 8	166	90,386	90,552
1851	31,400	417,051	448,541	35,924	302,155	338,079	From 5 July – – 13 4	– 17 –	1 – 8	153	53,084	53,237
1852	4,406	299,511	303,917	5,052	268,939	273,991	From 5 July – – „ –	– 16 4	– 19 4	– – –	37,650	37,650
1853	15,617	319,478	335,095	10,942	203,814	214,756	From 5 July – – „ –	– 15 4	– 17 4	44	51,720	51,764
1854 to 5 July	1,243	156,705	157,948	6,514	43,968	50,482	From 9 May – – 15 4	– 17 $7\frac{8}{10}$	– 19 $11\frac{2}{10}$	– – –	24,139	24,139
	Imported from			Originally Imported from			On all Sorts, of whatever Growth, and whencesoever Imported.			Originally Imported from		
	British Possessions.	Foreign Countries.		British Possessions.	Foreign Countries.					British Possessions.	Foreign Countries.	
1854 from 5 July	4,716	242,850	247,566	3,461	249,706	253,167	From 5 July – – – – – – 17 4 From 2 August – – – – – – 16 –			42	62,891	62,933
1855	11,747	412,676	424,423	10,112	277,897	288,009	From 21 April – – – – – 1 – –			1,305	41,805	43,110
1856	5,170	182,041	187,211	1,444	256,601	258,045	– – – – – – – –		»	4,954	61,670	66,624
1857	533	328,589	329,122	377	297,551	297,928	From 5 April – – – – – – 18 4			– – –	24,980	24,980
1858	204	386,635	386,839	326	255,914	256,240	– – – – – – – –		»	8	58,778	58,786
1859	856	261,605	262,461	781	241,598	242,379	– – – – – – – –		»	30	68,844	68,874
1860	922	344,089	345,011	605	264,509	265,114	– – – – – – – –		»	261	30,578	30,839
1861	4,059	241,795	245,854	909	242,769	243,678	– – – – – – – –		»	1,188	34,730	35,918
1862	3,053	321,409	324,462	1,286	266,917	268,197	– – – – – – – –		»	2,822	19,889	22,711
1863	910	296,679	297,589	1,267	249,004	250,271	– – – – – – – –		»	239	26,070	26,309
1864	19,969	925,694	945,663	4,924	794,420	799,344	From 5 May – – – – – – 12 10			2,235	43,790	46,025
1865	17,391	802,186	819,577	12,613	711,980	724,593	– – – – – – – –		»	4,082	41,407	45,489

Office of the Inspector General of Imports and Exports, Custom House, London, 18 April 1866.

JOHN A. MESSENGER.

AN ACCOUNT of the QUANTITY and DECLARED VALUE of *British* REFINED SUGAR Exported from the United Kingdom, in the Years 1844 to 1865, respectively.

YEARS.	British Refined Sugar Exported from the United Kingdom.	
	Quantity.	Declared Value.
	Cwts.	£.
1844	219,117	331,050
1845	273,776	472,947
1846	227,570	392,404
1847	229,186	413,437
1848	248,702	437,221
1849	223,273	373,721
1850	209,148	344,499
1851	258,726	368,085
1852	213,563	300,134
1853	179,254	301,627
1854	125,139	218,351
1855	43,881	99,916
1856	313,953	806,445
1857	119,830	355,635
1858	127,260	362,472
1859	119,996	342,088
1860	84,722	235,798
1861	141,659	348,763
1862	213,507	531,609
1863	278,757	504,958
1864	119,571	199,841
1865	165,131	249,677

Office of the Inspector General of Imports and Exports, Custom House, London, 18 April 1866.

JOHN A. MESSENGER.

A RETURN of the Quantities of SUGAR Imported and Retained for Home Consumption, with Rate of Duty charged, and Revenue therefrom, from 1844 to 1865 inclusive.

AN ACCOUNT of the Imports into the United Kingdom of SUGAR, MELASSES, RUM, COFFEE, COCOA and COTTON, from the *West Indies*, *British Guiana*, *Mauritius*, and the British Possessions in *India*, for the Years 1845 to 1865;—also, the Quantities of FOREIGN SUGAR Imported, for the same Periods.

AN ACCOUNT of the QUANTITY of REFINED SUGAR and SUGAR CANDY Imported into the United Kingdom, in the Years 1848 to 1865, respectively.

AN ACCOUNT of the Quantity and Declared Value of BRITISH REFINED SUGAR Exported from the United Kingdom in the Years 1844 to 1865, respectively.

(*Mr. Moffatt.*)

Ordered, by The House of Commons, *to be Printed,*
19 *April* 1866.

RETURN to an Order of the Honourable The House of Commons, dated 20 April 1866;—*for*,

A RETURN "of the Total Consumption of SUGAR for the Year ending the 30th day of September 1865 in BREWERIES, distinguishing *London* and the Provinces, and *Scotland* and *Ireland*."

	Sugar consumed in Breweries.
	Lbs.
ENGLAND: London	4,224,166
„ The Provinces	1,686,603
SCOTLAND	200,799
IRELAND	81,175

Inland Revenue Office,
28 April 1866.

W. M. Moxon,
Chief Accountant for Excise.

SUGAR.

RETURN of the Total Consumption of Sugar for the Year ending 30th September 1865 in Breweries, distinguishing *London* and the Provinces, and *Scotland* and *Ireland*.

(*Mr. Locke.*)

Ordered, by The House of Commons, *to be Printed,*
4 *May* 1866.

TEA, COFFEE, &c.

RETURN to an Order of the Honourable The House of Commons, dated 17 April 1866;—*for*,

A RETURN "showing the Quantities of TEA, COFFEE, SUGAR, MOLASSES, SPIRITS (distinguishing British from Foreign and Colonial Spirits), MALT, WINE, and TOBACCO, retained for HOME CONSUMPTION in the UNITED KINGDOM; the Rates of DUTY Charged; the Amounts of DUTY Received upon each Article; the Rate of Consumption per Head of the Population; and the Rate of Contribution per Head to the Revenue (in continuation of Parliamentary Paper, No. 246, of Session 1862)."

(*Mr. Banks Stanhope.*)

Ordered, by The House of Commons, *to be Printed*,
9 *May* 1866.

RETURN showing the Quantities of TEA, COFFEE, SUGAR, MELASSES, SPIRITS (distinguishing British from Foreign and Colonial Spirits), MALT, WINE, and TOBACCO, retained for HOME CONSUMPTION in the UNITED KINGDOM, in each of the Years 1862, 1863, 1864, and 1865; the Rates of Duty Charged; the Amount of Duty received upon each Article; the Rate of Consumption per Head of the Population; and the Rate of Contribution per Head to the Revenue.—(So far as relates to the Revenue of Customs).

	Years.	Quantities retained for Home Consumption in the United Kingdom.	Net Amount of Duty received thereon.	Rate of Consumption per Head of the Population.	Rate of Contribution per Head to the Revenue.
		Lbs.	£.	*Lbs.*	*s. d.*
TEA	1862	78,793,077	5,581,262	2·70	3 9¾
	1863	85,183,280	4,651,495	2·89	3 2
	1864	88,599,235	4,429,991	3·00	3 –
	1865	97,834,600	3,187,130	3·29	2 1¾
COFFEE	1862	34,451,766	431,228	1·18	– 3½
	1863	32,763,095	409,679	1·11	– 3¼
	1864	31,360,450	392,152	1·06	– 3¼
	1865	30,505,872	381,556	1·02	– 3
		Cwt.		*Lbs.*	
SUGAR (Refined and Unrefined)	1862	9,379,819	6,215,346	35·96	4 3
	1863	9,452,794	6,249,815	35·98	4 3
	1864	9,736,657	5,157,083	36·88	3 5¾
	1865	10,603,526	5,193,816	39·89	3 5¾
MELASSES	1862	1,112,928	191,032	4·27	– 1½
	1863	741,867	155,709	2·82	– 1¼
	1864	503,324	89,916	1·91	– –¾
	1865	567,967	93,677	2·14	– –¾
		Galls.		*Galls.*	
SPIRITS (Foreign and Colonial)	1862	5,193,642	2,668,808	0·18	1 10
	1863	5,574,258	2,865,371	0·19	1 11½
	1864	6,297,631	3,238,914	0·21	2 2¼
	1865	6,732,217	3,465,036	0·23	2 4

RATES OF DUTY.

TEA – 1862 and 1863 to 25 April – *Per Lb.* *s. d.* 1 5
TEA – From 25 April 1863 to 31 May 1865 – *Per Lb.* *s. d.* 1 –
TEA – From 1 June 1865 – *Per Lb.* *s. d.* 6

COFFEE	Raw. *Per Lb.* *s. d.*	Kiln-dried, Roasted, or Ground. *Per Lb.* *s. d.*
1862 to 1865	– 3	– 4

SUGAR and MELASSES	Equal to White Clayed. *Per Cwt.* *s. d.*	Equal to Yellow Muscovado or Brown Clayed. *Per Cwt.* *s. d.*	Not equal to Brown Clayed. *Per Cwt.* *s. d.*	Refined and Candy. *Per Cwt.* *s. d.*	Melasses. *Per Cwt.* *s. d.*
1862 to 16 April 1864	16 –	13 10	12 8	18 4	5 –
From 16 April 1864	11 8	10 6	Equal to Brown Muscovado. *Per Cwt.* *s. d.* 9 4 / Not equal to Brown Muscovado. *Per Cwt.* *s. d.* 8 2	12 10	3 6

SPIRITS (Foreign and Colonial) 1862 to 1865	Rum and other Spirits of and from a British Possession in America, or the Mauritius, and Rum (duly qualified) of and from a British Possession in the East Indies; also Foreign Rum Imported directly from the Place of its Production. *Per Proof Gall.* *s. d.*	Rum, Foreign, not Imported directly from the Place of its Production, and other Foreign Spirits not Sweetened or Mixed. *Per Proof Gall.* *s. d.*	Foreign Spirits Sweetened or Mixed. *Per Gall.* *s. d.*
	10 2	10 5	14 –

Wine	1862	9,764,155	1,121,924	0·33	– 9¼	
	1863	10,420,761	1,212,922	0·35	– 10	
	1864	11,397,764	1,317,679	0·39	– 10¾	
	1865	11,993,760	1,372,885	0·40	– 11	
Tobacco (Manufactured and Unmanufactured).		*Lbs.*		*Lbs.*		
	1862	35,425,810	5,690,165	1·21	3 10¾	
	1863	37,375,002	5,950,167	1·27	4 –½	
	1864	38,016,940	6,055,980	1·29	4 1¼	
	1865	38,902,151	6,199,677	1·31	4 2	

Wine

	Containing less Proof Spirit than				Imported in Bottles, and containing less Proof Spirit than 40 Degrees.
	18 Degrees.	26 Degrees.	40 Degrees.	45 Degrees.	
	Per Gall. s. d.	*Per Gall.* s. d.	*Per Gall.* s. d.	*Per Gall.* s. d.	*Per Gall.* s. d.
1862 to 4 April	1 –	1 9	2 5	2 11	2 5

	Containing less Proof Spirit than		Additional for every Degree of Strength beyond 41 Degrees of Proof Spirit.	Imported in Bottles, and containing less than 42 Degrees of Proof Spirit.
	26 Degrees.	42 Degrees.		
	Per Gall. s. d.	*Per Gall.* s. d.	*Per Gall.* s. d.	*Per Gall.* s. d.
From 4 April 1862	1 –	2 6	– 3	2 6

Tobacco

	Unmanufactured.		Segars.	Snuff.		Other Manufactured Tobacco.		Cavendish or Negrohead Manufactured, in Bond. (From 27 March 1863.)
	Per Lb. s. d.		*Per Lb.* s. d.	*Per Lb.* s. d.		*Per Lb.* s. d.		
1862 and 1863 to 27 March.	3 1 8/10		9 5 4/10	6 3 6/10		9 5 4/10		
	Containing 10 lbs. or more of Moisture in every 100 lbs.	Containing less than 10 lbs. of Moisture in every 100 lbs.		Containing more than 13 lbs. of Moisture in every 100 lbs.	Not containing more than 13 lbs. of Moisture in every 100 lbs.	Cavendish or Negrohead.	Other Sorts.	
	Per Lb. s. d.	*Per Lb.* s. d.		*Per Lb.* s. d.	*Per Lb.* s. d.	*Per Lb.* s. d.	*Per Lb.* s. d.	*Per Lb.* s. d.
From 27 March 1863	3 1 8/10	3 6	5 –	3 9	4 6	4 6	4 –	4 –

Office of the Inspector General of Imports and Exports,
Custom House, London, 7 May 1866.

John A. Messenger.

RETURN showing the Quantities of BRITISH SPIRITS and MALT retained for HOME CONSUMPTION in the UNITED KINGDOM, the Rates of Duty Charged, the Amounts of Duty Received upon each Article, the Rate of Consumption per Head of the Population, and the Rate of Contribution per Head to the Revenue.

YEARS.	Retained for Home Consumption.		Rates of Duty Charged.		Amount of Duty Received.		Population.	Rate of Consumption per Head of the Population.		Rate of Contribution per Head to the Revenue.	
	British Spirits.	Malt.	British Spirits.	Malt.	British Spirits.	Malt.		British Spirits.	Malt.	British Spirits.	Malt.
	Galls. at Proof.	*Bushels.*	*Per Gall.* s. d.	*Per Bushel.*	£.	£.		*Galls.*	*Bushels.*	s. d.	s. d.
1862 -	18,836,187	39,823,172	10 –	- - - - - -	9,389,741	5,689,597	29,204,983	·644	1·363	6 5·162	3 10·755
1863 -	19,118,092	44,638,893	10 –	England - - - s. 2 d. 7	9,558,160	5,666,893	29,395,051	·650	1·518	6 6·038	3 10·267
1864 -	20,202,492	47,179,285	10 –	Scotland and Ireland - Barley - 2 7; Bere - 2 – and 5 per cent. additional.	10,030,443	6,463,532	29,566,316	·683	1·595	6 9·420	4 4·466
1865 -	20,711,155	47,249,093	10 –	- - - - - -	10,384,940	6,292,890	29,768,089	·695	1·587	6 11·726	4 2·735

Inland Revenue Office,
27 April 1866.

W. M. Moxon,
Chief Accountant.

TEA, COFFEE, &c.

RETURN showing the Quantities of Tea, Coffee, Sugar, Melasses, Spirits (distinguishing British from Foreign and Colonial Spirits), Malt, Wine, and Tobacco, retained for Home Consumption in the United Kingdom, in each of the Years 1862, 1863, 1864, and 1865; the Rates of Duty Charged, the Amount of Duty Received upon each Article; &c.

(*Mr. Banks Stanhope.*)

Ordered, by The House of Commons, *to be Printed,*
9 *May* 1866.

258.

Under 1 *oz.*

RETURN to an Order of the Honourble The House of Commons, dated 1 August 1866;—*for*,

RETURNS "of the Official Value and Declared Value of the EXPORTS from the UNITED KINGDOM in each Year from 1826 to 1865, both inclusive; the Aggregate Amount of each Five Years; and the Per-centage of Increase or Decrease in each period of Five Years:"

"And, of the Gross Amount of REVENUE received from TAXES in the UNITED KINGDOM in each of the Years aforesaid; the Aggregate Amount of each Five Years; the Average Amount of each Five Years; the estimated POPULATION of the UNITED KINGDOM at each Period of Five Years; and the Amount of the TAXATION per Head on the POPULATION of the UNITED KINGDOM at each of such Periods."

RETURN of the Official Value and Declared Value of the EXPORTS from the UNITED KINGDOM in each Year from 1826 to 1865, both inclusive; the Aggregate Amount of each Five Years; and the Per-centage of Increase or Decrease in each Period of Five Years.

EXPORTS from the United Kingdom of British and Irish Produce and Manufactures.

YEAR.	Official Value.	Declared Value.	Ratio of Increase on the Aggregate of each Quinquennial Period after the First,			
			As Compared with the Period immediately Preceding.		As Compared with the First Period.	
			Official Value.	Declared Value.	Official Value.	Declared Value.
	£.	£.	*Per Cent.*	*Per Cent.*	*Per Cent.*	*Per Cent.*
1826	40,965,736	31,536,723	—	—	—	—
1827	52,221,934	37,181,335	—	—	—	—
1828	52,788,089	36,812,757	—	—	—	—
1829	56,217,962	35,842,623	—	—	—	—
1830	61,152,354	38,271,597	—	—	—	—
Aggregate of the first Quinquennial Period	263,346,075	179,645,035	—	—	—	—
1831	60,686,364	37,164,372	—	—	—	—
1832	65,025,278	36,450,594	—	—	—	—
1833	69,987,357	39,667,348	—	—	—	—
1834	73,835,231	41,649,191	—	—	—	—
1835	78,360,059	47,372,270	—	—	—	—
Aggregate of the second Quinquennial Period	347,894,289	202,303,775	32·11	12·61	32·11	12·61
1836	85,220,144	53,293,979	—	—	—	—
1837	72,544,071	42,069,245	—	—	—	—
1838	92,453,967	50,061,737	—	—	—	—
1839	97,394,666	53,233,580	—	—	—	—
1840	102,706,850	51,406,430	—	—	—	—
Aggregate of the third Quinquennial Period	450,319,698	250,064,971	29·44	23·61	71·	39·2

EXPORTS from the United Kingdom of British and Irish Produce and Manufactures—*continued.*

YEAR.	Official Value.	Declared Value.	Ratio of Increase on the Aggregate of each Quinquennial Period after the First, As Compared with the Period immediately Preceding. Official Value.	Declared Value.	As Compared with the First Period. Official Value.	Declared Value.
	£.	£.	*Per Cent.*	*Per Cent.*	*Per Cent.*	*Per Cent.*
1841	102,179,514	51,534,623	—	—	—	—
1842	100,255,380	47,181,023	—	—	—	—
1843	117,876,659	52,379,709	—	—	—	—
1844	131,558,477	58,584,292	—	—	—	—
1845	134,598,584	60,111,082	—	—	—	—
Aggregate of the Fourth Quinquennial Period	586,468,614	269,990,729	30·23	7·97	122·7	50·29
1846	132,312,894	57,788,876	—	—	—	—
1847	126,131,029	58,841,377	—	—	—	—
1848	132,619,154	52,849,446	—	—	—	—
1849	164,527,753	63,596,025	—	—	—	—
1850	175,437,098	71,367,885	—	—	—	—
Aggregate of the Fifth Quinquennial Period	731,027,928	304,442,609	24·65	12·76	177·59	69·47
1851	190,658,314	74,448,722	—	—	—	—
1852	196,176,601	78,076,844	—	—	—	—
1853	214,327,452	98,933,781	—	—	—	—
1854	214,071,848	97,184,726	—	—	—	—
1855	226,920,262	95,688,085	—	—	—	—
Aggregate of the Sixth Quinquennial Period.	1,042,154,477	444,332,168	42·56	45·95	295·74	147·34
1856	258,505,653	115,826,948	—	—	—	—
1857	255,396,713	122,066,107	—	—	—	—
1858	271,664,349	116,608,756	—	—	—	—
1859	297,357,688	130,411,529	—	—	—	—
1860	315,711,075	135,891,227	—	—	—	—
Aggregate of the Seventh Quinquennial Period	1,398,635,478	620,804,567	34·21	39·72	431·1	245·57
1861	289,355,186	125,102,814	—	—	—	—
1862	240,583,079	123,992,264	—	—	—	—
1863	258,197,851	146,602,342	—	—	—	—
1864	267,150,982	160,449,053	—	—	—	—
1865	301,612,902	165,835,725	—	—	—	—
Aggregate of the Eighth Quinquennial Period	1,356,900,000	721,982,198	— Decrease 2·98	16·29	415·25	301·84

Office of the Inspector General of Imports and Exports,
Custom House, London, 7 August 1866.

John A. Messenger.

RETURN of the GROSS AMOUNT of REVENUE received from TAXES in the United Kingdom in each of the Years from 1826 to 1865, inclusive; the Aggregate Amount of each Five Years; the Average Amount of each Five Years; the estimated Population of the United Kingdom at each Period of Five Years; and the Amount of the Taxation per Head on the Population of the United Kingdom at each of such Periods.

FINANCIAL YEAR.	Gross Amount of Revenue from Taxes.* £. s. d.	Aggregate Amount of each Five Years. £. s. d.	Average Amount of each Five Years. £. s. d.	Estimated Population at each Period of Five Years.† £.	Amount of Taxation per Head at each Period of Five Years. £. s. d.
Year ended 5 January 1827	52,177,097 16 $-\frac{1}{2}$				
" " - 1828	52,172,937 5 $3\frac{1}{2}$				
" " - 1829	54,342,065 6 $9\frac{1}{2}$	263,380,157 5 5	52,676,031 9 1	23,190,529	2 5 5
" " - 1830	52,680,342 6 $7\frac{3}{4}$				
" " - 1831	52,007,714 10 $7\frac{3}{4}$				
" " - 1832	48,152,217 7 $-\frac{1}{4}$				
" " - 1833	48,892,318 4 $4\frac{1}{2}$				
" " - 1834	47,832,987 9 10	240,461,001 9 $3\frac{1}{2}$	48,092,200 5 $10\frac{1}{4}$	24,602,698	1 19 $-\frac{3}{4}$
" " - 1835	47,925,706 14 2				
" " - 1836	47,657,771 13 $10\frac{3}{4}$				
" " - 1837	50,044,637 10 9				
" " - 1838	47,517,737 17 $6\frac{1}{2}$				
" " - 1839	48,238,194 8 $11\frac{3}{4}$	244,441,271 19 $1\frac{1}{4}$	48,888,254 7 $9\frac{3}{4}$	25,903,697	1 17 $8\frac{3}{4}$
" " - 1840	49,067,717 16 6				
" " - 1841	49,572,984 5 4				
" " - 1842	50,115,688 16 6				
" " - 1843	48,353,518 6 9				
" " - 1844	53,424,473 19 $-\frac{1}{4}$	261,403,161 6 $3\frac{1}{4}$	52,280,632 5 3	27,255,699	1 18 $4\frac{1}{4}$
" " - 1845	55,669,237 1 $2\frac{3}{4}$				
" " - 1846	53,840,243 2 $9\frac{1}{2}$				
" " - 1847	54,989,050 4 $4\frac{3}{4}$				
" " - 1848	53,417,964 16 $5\frac{3}{4}$				
" " - 1849	54,420,506 15 $6\frac{3}{4}$	271,243,752 16 $-\frac{1}{4}$	54,248,750 11 $2\frac{1}{4}$	27,820,088	1 18 $11\frac{3}{4}$
" " - 1850	54,377,622 3 9				
" " - 1851	54,038,608 15 10				
" " - 1852	53,361,389 2 $11\frac{1}{4}$				
" " - 1853	54,067,059 6 $11\frac{1}{4}$				
" " - 1854	54,997,752 8 $11\frac{3}{4}$	‡289,381,040 15 9	55,120,198 4 $10\frac{3}{4}$	27,542,588	2 - $-\frac{1}{4}$
Five quarters, ended 31 March - - 1855	67,221,642 1 $-\frac{1}{2}$				
Year ended 31 March 1856	59,733,197 16 $10\frac{1}{4}$				
" " - 1857	61,641,151 16 $2\frac{1}{4}$				
" " - 1858	56,749,299 9 $7\frac{3}{4}$				
" " - 1859	53,514,940 19 2	289,684,922 12 $4\frac{1}{4}$	57,936,984 10 $5\frac{1}{2}$	28,389,770	2 - $9\frac{3}{4}$
" " - 1860	58,795,084 4 $10\frac{1}{4}$				
" " - 1861	58,984,446 2 6				
" " - 1862	57,707,091 1 10				
" " - 1863	57,605,342 16 $10\frac{1}{4}$				
" " - 1864	57,185,472 14 $-\frac{1}{4}$	283,350,391 10 $1\frac{1}{2}$	56,670,078 6 $-\frac{1}{4}$	29,395,051	1 18 $6\frac{1}{2}$
" " - 1865	56,624,801 11 5				
" " - 1866	54,227,683 6 -				

* This Return includes only the Revenue of Customs, Excise, Stamps, Land and Assessed Taxes, and Property and Income Tax.

† The Population is given as estimated by the Registrar General to the Middle of each of the Quinquennial Periods.

‡ Including Five Years and a Quarter.

Treasury Chambers, Whitehall, 10 August, 1866.

Geo. Ward Hunt.

EXPORTS, &c.

RETURNS of the Official Value and Declared Value of the EXPORTS from the UNITED KINGDOM in each Year from 1826 to 1865; the Aggregate Amount of each Five Years; and the Per-centage of Increase or Decrease in each Period of Five Years; and, of the Gross Amount of REVENUE received from TAXES in the UNITED KINGDOM in each of the Years aforesaid; the Average Amount of each Five Years, &c.

(*Mr. Henley.*)

Ordered, by The House of Commons, *to be Printed,*
10 *August* 1866.